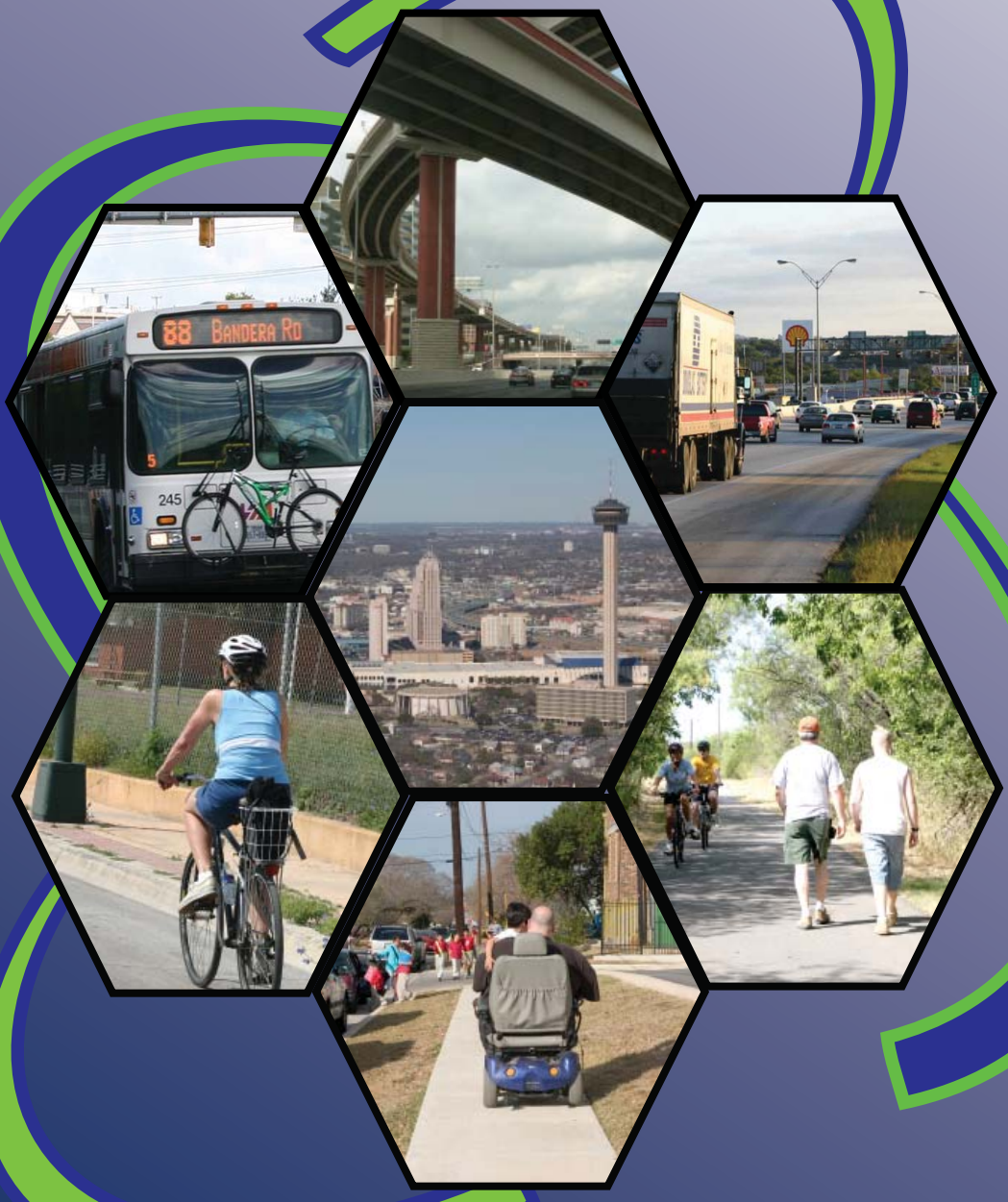
Mobility 2035



San Antonio - Bexar County Metropolitan Planning Organization

825 South St. Mary's, San Antonio, Texas 78205
sabcmpo@sametroplan.org, phone: 210-227-8651
fax: 210-227-9321, www.sametroplan.org

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Abstract:

The Metropolitan Transportation Plan, "Mobility 2035", is the basic framework for the San Antonio-Bexar County Metropolitan Planning Organization's continuous, comprehensive, and coordinated regional transportation planning efforts for the next twenty-five years. The Plan provides for the efficient, safe, and convenient transportation of people and goods. The Plan addresses the mobility needs of the Study Area to the year 2035 in the following chapters:

1) Demographic Development
2) Scenario Analysis
3) Public Involvement
4) Bicycle System
5) Pedestrian System
6) Public Transportation
7) Roadway Needs
8) Freight
9) Environmental
10) Congestion Management process
11) Financial Information
12) Funded and Unfunded Roadway, Bicycle and Pedestrian Project Lists

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"Mobility 2035"
San Antonio – Bexar County
Metropolitan Planning Organization
Metropolitan Transportation Plan
Table of Contents

3. Public Involvement Process

4. Bicycle System

5. Pedestrian System

6. Public Transportation Services

7. Roadway Needs

8. Freight Movement

9. Environmental Concerns

10. Congestion Management Process

11. Financial Information

List of Figures

1. Demographic Development

2. Scenario Planning

3. Public Involvement Process

4. Bicycle System

5. Pedestrian System

6. Public Transportation Services

7. Roadway Needs

8. Freight Movement

9. Environmental Concerns

10. Congestion Management Process

List of Tables

Executive Summary

Introduction

1. Demographic Development

2. Scenario Planning

3. Public Involvement Process

4. Bicycle System

5. Pedestrian System

6. Public Transportation Services

7. Roadway Needs

8. Freight Movement

9. Environmental Concerns

10. Congestion Management Process

11. Financial Information

Executive Summary

Background

Planning for the future transportation needs of this region requires a comprehensive look at the current transportation system, future demographics, and the anticipated available funding for the area for transportation projects. Although this seems like a simple exercise, there is extensive work involved in improving the region's transportation infrastructure. The San Antonio metropolitan area's economy and environment depend heavily on the condition and efficient performance of the regional transportation system. Recognizing the mobility needs of the community and addressing those needs will eventually lead to improvements in the economy and quality of life. This update to the Metropolitan Transportation Plan aims to take a step in that direction. Public involvement in the planning process is necessary to ensure that transportation decisions are not made independently and that Federal tax dollars are used in accordance with legitimate public needs and desires.

In August 1977, the Governor of Texas designated the SABCUTS Steering Committee as the Metropolitan Planning Organization (MPO) for San Antonio and Bexar County. This organization is the forum for cooperative transportation planning and decision-making by officials of the urban area's local governments and transportation agencies. The MPO Transportation Policy Board (TPB) is comprised of eleven elected and eight appointed officials representing the following entities: state delegation, the Alamo Area Council of Governments, Bexar County, City of San Antonio, the Greater Bexar County Council of Cities, Northeast Partnership, the Texas Department of Transportation, and VIA Metropolitan Transit.

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) marked a significant change in the planning and development of metropolitan transportation systems. In its Declaration of Policy, ISTEA mandates "a National Intermodal Transportation System that is economically efficient and environmentally sound...and will move people and goods in an energy efficient manner." Specifically, "the National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner . . . to reduce energy consumption and air pollution while promoting economic development . . ."

On May 22, 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next six years. TEA-21 builds on the initiatives established in ISTEA. TEA-21 combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment, and

advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

To further build and strengthen TEA-21 legislation Congress passed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU focuses on several of the current programs and initiatives put in place under TEA-21 and continues the authorization of highway, transit and other surface transportation programs. SAFETEA-LU is the largest transportation authorization bill passed into law and focuses on eight planning factors. This document was written based on the planning requirements of SAFETEA-LU. A new reauthorization bill has not been passed.

SAFETEA-LU Planning Factors

When Congress passed SAFETEA-LU, one of the modifications from TEA-21 was including support for Homeland Security. The eight planning factors, listed below, closely reflect the Metropolitan Transportation Plan Goals listed later in this section.

1) Support Economic Vitality

2) Increase Safety

3) Increase the Ability of the Transportation System to Support Homeland Security

4) Increase the Accessibility and Mobility of People and Freight

5) Protect and Enhance the Environment

6) Enhance the Integration and Connectivity of Intermodal Transportation

7) Promote Efficient System Management and Operation

8) Emphasize Preservation of the System

Metropolitan Transportation Plan Mission Statement

The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations.

Metropolitan Transportation Plan Goals

The following are goals adopted by the TPB and they reflect the goals and values of citizens and stakeholders and guide the development of the long range transportation plan for the region:

- Invest in the development of a regional transportation system that serves to increase the mobility and efficiency of the movement of persons and goods.

- Encourage the cost effective expansion of the regional transportation system to meet the growing mobility needs while ensuring good air quality; enhancing the safety of the traveling public; fostering appropriate land use patterns; advancing alternative modes of transportation; and, increasing accessibility for the traditionally under served segments of the community.

- Support systematic and coordinated maintenance programs, and make available the adequate resources to preserve existing roadways, bicycle and pedestrian facilities and transit systems.

- Increase the efficiency of the existing transportation system and decrease traffic congestion by coordinating traffic operations and developing and implementing strategies to reduce travel demand at both the regional and corridor levels.

- Invest in a public transit system that meets the existing and projected needs of the region by developing effective routes and schedules and constructing functional and attractive passenger amenities.

- Incorporate the spirit and intent of the Americans with Disabilities Act pertaining to mobility and accessibility into all levels of the transportation system.

- Enhance the effectiveness of the regional transportation system by addressing the social, economic, energy and environmental issues of the region in all transportation planning efforts.

- Improve the opportunities for alternative means of transportation that diminish the growth in single occupancy vehicles and improve air quality by providing bicycle and pedestrian facilities.

- Promote the development of a regional transportation system that recognizes the unique characteristics of the San Antonio-Bexar County area and ensures respect for neighborhoods, historic and archeological resources, the Edwards Aquifer, and other social and environmental issues.

- Promote the development of a regional transportation system that enhances economic activity; provides for employment growth; and encourages public-private partnerships.

- Facilitate the involvement and participation of individual citizens, neighborhood and other interested groups, business and community leaders, local governments, and state agencies in the transportation planning process.

Components of the Plan

Demographics and Scenario Planning

The basis of any effective planning effort rests primarily on a determination of the area's base year demographics (population, household size, employment, household income, and land use) and future projections of these demographics. The MPO used 2005 as the base year for this update of the MTP. For the future years, various federal and state government data sources were used for the population and employment forecast totals in five year increments to the year 2035. For the first time, the MPO engaged the public and policy makers in a discussion of alternative growth plans for the area.

Public Involvement Process

The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and updates of the MTP, the Transportation Improvement Program and significant transportation studies.

A proactive approach to an effective public involvement process requires several elements:

- Early, continuous, and meaningful public involvement;
- Reasonable public access to technical planning information;
- Collaborative input on transportation alternatives, evaluation criteria and mitigation needs;
- Transportation planning meetings that are open to the public; and
- Access to the planning and decision-making process prior to closure.

The MPO assembled an oversight committee consisting of partner agencies to assist in the update of the Plan. The general public was kept apprised of the plan update process through various visioning sessions, internet postings, articles in the MPO quarterly newsletter, and general public meetings. Members of the news media were invited to each of the MTP Update workshop sessions resulting in several articles in daily and weekly newspapers. Additionally, articles describing the plan update process were published in the MPO's weekly electronic newsletter and distributed to the MPO's e-mail list of more than 1700 individuals and organizations.

The public has been involved in the planning process early, continuously, and in a meaningful way. Members of the public were provided reasonable technical information and collaboratively determined alternatives and solutions. This process made the public true partners in creating the metropolitan area's updated long range transportation plan.

Bicycle System

The San Antonio-Bexar County area does not have a long-standing history of implementing bicycle projects and promoting bicycle facilities, but the region has come together in the last five years and made some great strides and improvements to the system. Regional leaders now understand the importance of creating and maintaining a multi-modal transportation system. Various goals and objectives have been identified to ensure that this area continues to develop and implement a comprehensive bicycle network.

Vision Statement

San Antonio and Bexar County recognize bicycling as a clean, healthy and affordable form of transportation and recreation. A comprehensive on-road and off-road bicycle network will make our community a place where bicycling will be desirable for trips of all kinds by all segments of the population.

The following achievable goals and objectives support the adopted vision for a bicycle friendly community.

Goal 1 Institutionalize bicycling: recognize and incorporate bicycling as a significant and required element for all transportation, land use, and economic development planning.

Goal 2 Build the network to increase ridership: develop a comprehensive on-road and off-road bicycle network throughout the region

Goal 3 Find the funding: identify and secure local, state, federal, private and grant funding to expand and improve bicycle facilities and programs in the region.

Goal 4 Make bicycling safer through education and enforcement: develop a program to educate elected officials and the general public concerning the opportunities, benefits, and safety aspects of bicycling in the region.

Bicycling is a cost effective, energy efficient, clean, and a healthy way to travel. With the growing concerns of congestion, air quality and the public interest in promoting alternative transportation modes, the adoption of policies that encourage alternate transportation modes will aid in reducing congestion, improving air quality, and enhancing the community's quality of life. The Regional Bicycle Master Plan and the City of San Antonio's adopted Master Plan and the Bicycle Map publication support this objective. The MPO will continue to work to accomplish these goals and implement the region's Bicycle Master Plan.

Pedestrian System

There is a continued awareness and momentum toward improving pedestrian facilities. This awareness began to develop in the early 1990s upon passage of the Americans with Disabilities Act (ADA). Roadway construction projects (capacity projects and rehabilitation projects) within the Urbanized Area often include accessible pedestrian facilities. In addition, in 2006 an analysis was completed by the City of San Antonio to look at the gaps in pedestrian facilities. As this momentum continues and is extended, we continue to get closer to a comprehensive pedestrian facilities system that will

accommodate pedestrian mobility needs. The following goals were established to help meet increasing pedestrian mobility needs.

Goal 1 Develop a regional pedestrian system.

Goal 2 Provide a safe pedestrian system.

Goal 3 Employ accessible, barrier-free, state-of-the-art design.

Goal 4 Engage the public in the transportation planning process.

Goal 5 Identify and efficiently use available funding.

Public Transportation Services

VIA Metropolitan Transit (VIA) is a political subdivision of the State of Texas, authorized by State Enabling Legislation to receive locally-generated sales tax income at a rate not to exceed one percent and subject to approval by voters within the VIA service area. VIA currently collects sales tax income at a rate of one-half percent as approved in the November 1977 referendum that established VIA. VIA is also supported, to a much smaller degree, by fare box revenue, Federal Transit Administration (FTA) funding, advertising revenue, and interest income.

In 2003 the Texas Transportation Code legislating transit authorities was modified to allow the creation of an Advanced Transportation District. This new legislation allows transit authorities meeting specific criteria to call for an election to create an Advanced Transportation District and to impose a sales tax for the purposes of advanced transportation and mobility enhancements. On November 2, 2004, voters in Bexar County approved a ¼-cent sales tax increase to fund the Advanced Transportation District. The revenues from this sales tax are distributed as follows: 50% to the Advanced Transportation District (VIA Metropolitan Transit Authority), 25% to the participating municipality (City of San Antonio), and 25% to the Texas Department of Transportation. This funding gives the transportation community additional dollars to provide the citizens of this region more transportation choices.

VIA is governed by an eleven member Board of Trustees. Five of the Trustees are appointed by the City of San Antonio, three by Bexar County and two by the Greater Bexar County Council of Cities. These appointed Trustees elect an eleventh person to serve as Board Chairman.

The VIA service area is 1,226 square miles in size, which is equivalent to 98% of

Bexar County. It currently includes the City of San Antonio, thirteen suburban cities and the unincorporated areas of Bexar County. Suburban cities located within the service area are Alamo Heights, Balcones Heights, Castle Hills, China Grove, Converse, Elmendorf, Fair Oaks Ranch, Grey Forest, Helotes, Hollywood Park, Kirby, Leon Valley, Olmos Park, St. Hedwig, Shavano Park, Terrell Hills, and portions of Cibolo, Schertz, and Selma. Cities entirely or partially located within Bexar County but which are not part of the VIA service area are Hill Country Village, Live Oak, Lytle, Somerset, Universal City, Windcrest, Grey Forest, Helotes, and Hollywood Park.

As of 2009, VIA serves nearly 7,000 bus stops and nine transit centers and park and ride facilities. VIA's operational fleet consists of 393 full-size buses, 22 small buses, 19 streetcars, for a total of 434 fixed route vehicles. For VIAtrans service, VIA operates 105 vans directly and 121 vans are operated by a private contractor. (Bus Operations Daily Report of Bus Availability for October 7, 2004). Since 1990 all transit vehicles purchased by VIA have been equipped with lifts or ramps to accommodate persons in wheelchairs. VIA has also purchased low floor and kneeling vehicles to accommodate patrons who cannot negotiate steps. VIA's entire bus fleet was accessible by 2008.

The San Antonio region faces many challenges in the area of public transportation. While VIA has long been one of the most financially efficient transit systems in the country, its fiscal constraints and service area characteristics somewhat limit what it can offer. However, VIA is currently working on a long range comprehensive transportation plan for the region that looks at the needs of the region and how the region is best served with different modes of traditional transit and high-capacity transit.

Roadway Needs

As population and employment continue to grow in the San Antonio metropolitan area, a greater burden will be placed on the transportation system. To accommodate traffic increases on the roadway system, additional lanes and operational improvements will be needed. In addition to congestion levels, factors considered when developing the future year roadway network included impacts to neighborhoods, acceptability by the public, environmental concerns and fiscal constraints.

The proposed roadway system improvements in the MTP are limited by the amount of funding available, or revenue that can be reasonably expected over the 25-year life of the MTP. While more improvements are necessary than funding available, the roadway projects selected address the most congested areas of the MPO study area. The future year (2035) roadway system was developed using an extensive public involvement process (see Chapter 3 Public Involvement) and technical analysis.

Even with the anticipated investment made over the next twenty-five years in transportation infrastructure, local traffic congestion is expected to increase. Transportation

demand management strategies will become increasingly important and, when implemented, can have a positive effect on growth, land use, travel patterns and travel behavior.

Freight Movement

There has been a dramatic increase in goods movement across the United States via heavy duty trucks and an accompanying increase in truck traffic in the San Antonio region, especially along IH 35 and IH10. As truck traffic becomes predictable knowledge of that local truck traffic becomes vital in planning efforts. A freight study was recently conducted for the San Antonio region showing a large increase in overall freight traffic and the need for infrastructure improvements associated with that traffic.

NAFTA related trade as well as freight and good movements from the East and West coasts along IH-10 will continue to impact the San Antonio metropolitan area. The growth in freight movement and the growth in local population and employment will increase the level of service on local freeways. Planning agencies in this region understand that transportation planning efforts must increase the focus on freight movement in order to improve the area's transportation system.

Environmental Concerns

Environmental issues in transportation planning continue to be a priority. Environmental issues are required to be considered in the transportation planning process in order to mitigate negative impacts to valued resources including wildlife, water sources, agricultural land and floodplains. The Planning and Environmental Linkages guidelines underscore the importance of consideration for the environment.

Air quality issues also play a major role in metropolitan transportation planning. One of the main contributing factors to poor air quality is vehicle emissions. Although not yet designated "non-attainment for ozone' the MPO will need to ensure projects and programs are in place to meet federal air quality standards. MPOs must also ensure that emissions from transportation projects will not adversely impact the air quality in the region.

Congestion Management Process

Although the San Antonio area is not considered one of the most congested cities in America, it has been identified as having one of the fastest growing congestion levels in the country. The average citizen in San Antonio spends more than 38 hours stuck in traffic each year, an increase of 58% over the past decade (Urban Mobility Study, Texas Transportation Institute, 2009). Congestion is a major contributor to air quality concerns and overall efficiency of the area wide transportation system. With non-attainment of air quality standards imminent for this area, congestion management strategies and

transportation control measures must be applied effectively toward relieving a substantial portion of these concerns.

Goals of the Congestion Management Process are to:

Goal 1 Increase the efficiency of the existing transportation system and decrease traffic congestion through coordination of traffic operations and development of strategies to reduce travel demand at both the regional and corridor levels.

Goal 2 Reduce congestion through a project implementation process that encourages the use of multi-modal of transportation.

Environmental Justice

The MPO is charged with planning for transportation and mobility at the regional level and including all members of the community in those plans. MPOs must assess the potential impacts to natural, cultural and socioeconomic resources including Title VI (environmental justice communities), air and water quality, land use and vegetation/ agricultural implications at the planning and project development levels as required by the National Environmental Policy Act (NEPA) of 1969.

Environmental Justice planning is applied throughout the entire MTP and considered in the development of the three planning scenarios, environmental concerns specifically air and water quality, public transportation services, the development of the roadway network and the cumulative and indirect effects of potential managed lanes and toll facilities in the region. Environmental Justice is part of overall public involvement and outreach efforts and is needed for effective transportation decision making.

Technical Data and Analysis

For development of the MTP it becomes extremely important in planning to know the travel demand on the roadway system and to determine how people will travel throughout the region. Two computer models are used to analyze regional data for transportation planning purposes, the Travel Demand Model and the Mode Choice Model.

Geographic Information Systems or GIS uses computer hardware, software and data capturing to display geographically referenced information. GIS allows people to view, analyze and most importantly visualize data related to transportation programs and projects.

Financial Constraint

The transportation system in the San Antonio-Bexar County study area requires maintenance and enhancement to meet the mobility needs of people and goods for the 25-year horizon of this plan. To meet the growing travel needs, it is necessary to identify reasonable and available federal, state, and local transportation funds, both public and private. Traditional transportation funds are available through a variety of sources, many of which contain restrictions on how they can be used and/or allocated. In addition, it is also necessary to estimate relevant expenses including capital for both maintenance and operation of the system.

A number of issues and events occurred that have brought great awareness to the state of transportation financing and future funding streams. Even with a multi-billion dollar investment in our region's transportation infrastructure, the congestion levels will continue to increase at a faster rate than funding is made available. The fact remains that transportation needs far outweigh available funding resources, but as demand increases, it is essential to develop a fiscally constrained, prioritized and acceptable list of transportation improvement projects for the community.

Project List:

The project lists reflect consultation with the public, implementing agencies and other affected stakeholders. The MPO has undertaken an extensive amount of technical and financial analysis to arrive at the list of projects contained in this plan. The original roadway and transit project lists were reduced in order to meet the SAFETEA-LU planning requirements of financial constraint with projected financial resources available over the next 25 years. The financially constrained revenue and expenditure summary can be found in Table ES.1. Lump sum figures have been included in the project list to allow for some flexibility in safety, bicycle and pedestrian projects as well as roadway preservation over the next 25 years. The Metropolitan Transportation Plan and the project list can be revised, as necessary, to meet the changing needs of the community. It is important to note this financially constrained plan will not eliminate congestion. Levels of congestion are projected to continue to grow.

The unfunded project list is also included in the document. This list shows a minimal additional need of $2,600,000,000 in unfunded expressway and arterial roadway added capacity projects and an additional $760,000,000 in unfunded interchange projects. It is important that most of these needs are not new, but represent now unfunded projects that were adopted in December 2004 in the "Mobility 2030" long range transportation plan. Unfunded bicycle and pedestrian projects, endorsed by the MPO's Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee, are also listed in the same section.

Table ES.1 Revenues and Expenditures 2010-2035

Funding Category	Amount Available	Amount Programmed
Roadway Funding Categories Total	**$1,833,500,545**	**$1,833,500,545**
Mobility (Category 2)	$0	$0
Mobility (Texas Mobility Funds)	$242,420,000	$242,420,000
Preventative Maintenance (Category 1) (~$29.2M per year)	$730,200,000	Projects are selected by TxDOT for an amount not to exceed $730,200,000
Structure Repl. and Rehab. (Category 6) (~$10.3M per year)	$257,200,000	Projects are selected by TxDOT for an amount not to exceed $257,200,000
Safety (Category 8) (~$6.7M per year)	$168,400,000	Projects are selected by TxDOT for an amount not to exceed $168,400,000
Miscellaneous (Category 10) (~$1.0M per year)	$24,400,000	Projects are selected by TxDOT for an amount not to exceed $24,400,000
District Discretionary (Category 11) (~1.3M per year)	$31,500,000	Projects are selected by TxDOT for an amount not to exceed $31,500,000
Economic Stimulus (ARRA) (non-traditional funding source)	$99,836,707	$99,836,707
Proposition 12 (non-traditional funding source)	$132,750,000	$132,750,000
Proposition 14 (non-traditional funding source)	$60,000,000	$60,000,000
Pass Through Financing (non-traditional funding source)	$86,793,838	$86,793,838
VIA Metropolitan Transit/Public Transportation Total	**$5,093,433,743**	**$5,093,433,743**
Operating Revenue	$659,285,628	$659,285,628
Sales Tax (includes Advanced Transportation District)	$3,605,937,496	$3,605,937,496
Investment Income	$20,280,000	$20,280,000
Grant Reimbursements	$348,832,531	$348,832,531
FTA Grant Section 5307 (includes transit ARRA)	$358,931,264	$358,931,264
FTA Grant Section 5309 (includes transit ARRA)	$84,166,824	$84,166,824
FTA Grant Section 5310 ($640,000 annually)	$16,000,000	Projects are selected by TxDOT for an amount not to exceed $16,000,000
FTA "New Starts" Program	$0	$0
Advanced Transportation District (non-VIA portions)	**$425,000,000**	**$425,000,000**
TxDOT ($8.5 M X 25 yrs)	$212,500,000	Projects are selected by TxDOT and ATD for an amount not to exceed $212,500,000
City of San Antonio ($8.5 M X 25 yrs)	$212,500,000	Projects are selected by CoSA and ATD for an amount not to exceed $212,500,000
Other Funding Sources	**$4,651,376,573**	**$4,162,016,175**
Surface Transportation Program – Metro Mobility (Category 7)	$599,300,000	$109,939,602 Projects are selected by MPO w/agency local match
Stand alone pedestrian projects ($25,000,000)	-	Projects are selected by MPO w/agency local match
Stand alone bicycle projects ($25,000,000)	-	Projects are selected by MPO w/agency local match
Transportation Enhancement Program (Category 9) (~$3.0M per yr)	$76,300,000	Projects are selected by TxDOT for an amount not to exceed $76,300,000
Congestion Mitigation Air Quality	$0	$0
Commission Strategic Priority Funding (Category 12)	$18,000,000	$18,000,000
FHWA Demonstration Funds	$0	$0
Other (possible local option gas tax)	$0	$0
Private Sector Investment	$3,957,776,573	$3,957,776,573
Long Range Transportation Plan Funding Total	**$12,003,310,861**	**$11,513,950,463**

Introduction

Transportation is one of the most important factors to maintaining and enhancing our region's quality of life. During the next 25 years, the San Antonio-Bexar County Metropolitan Planning Organization's (MPO) study area will welcome over 600,000 new residents, 450,000 jobs and build 280,000 homes increasing the estimated population to 2.2 million. This will result in 1.6 million travelers driving 60 million miles per day on the roadway system. In order to address the mobility challenges created from such growth an updated Metropolitan Transportation Plan (MTP) with the horizon year of 2035 was developed. The plan aims to set forth a vision for a transportation system that better connects roadways, transit routes, bicycle and pedestrian facilities and provides easy access to get to and from home, work, school, hospitals, shopping centers and recreational facilities.

The long range transportation plan, or MTP, was developed in a continuing, comprehensive and coordinated manner and reflects the ongoing planning and project development efforts for implementation of transportation policies, programs and projects. The MTP is the basic framework for the MPO's continuous, comprehensive, and coordinated regional transportation planning efforts for the next 25 years. It serves as the region's blueprint for the efficient, safe and convenient transportation of people and goods in consonance with the metropolitan area's overall economic, social, energy and environmental goals. Special effort is made to provide improved access for all citizens to a variety of transportation choices including alternatives to single occupant vehicles; provision for an effective and efficient public transit system; and the continuous involvement of the public in the transportation planning process. The transportation improvement projects in the 2035 MTP focus on a multi-modal system and include roadway, transit, bicycle/pedestrian facilities and rideshare for the region.

Legislative Background for the Plan

Transportation planning by MPOs dates back to the passage of the Federal Highway Act of 1962, requiring urban areas with populations of 50,000 or more to develop and maintain a comprehensive, cooperative and continuing regional transportation planning process. Accordingly, in 1963, San Antonio, Bexar County and the Texas Department of Highways (now the Texas Department of Transportation, TxDOT) established the San Antonio - Bexar County Urban Transportation Study (SABCUTS). In August 1977, the Governor of Texas designated the SABCUTS Steering Committee as the official Metropolitan Planning Organization (MPO) for San Antonio and Bexar County. The MPO serves as the forum for cooperative and regional transportation planning and decision-making by officials of the urban area's local governments and transportation agencies.

In 1991, the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) marked a significant change of the roles for MPOs and the Metropolitan Transportation Plan. The role of planning was strengthened and the MTP was designated to serve as the instrument for a centralized decision-making process for the development of metropolitan transportation systems. In 1998 Congress passed the Transportation Equity Act for the 21st Century (TEA-21) building on the initiatives established in ISTEA.

Building upon and strengthening previous legislation, in 2005 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU continues the concepts established in ISTEA and TEA-21 and authorizes funding for various categories of transportation and specific projects. In addition, SAFETEA-LU establishes the requirements MPOs must follow to develop their long-range transportation plans.

SAFETEA-LU contains eight factors that must be considered in the development of a long range plan. The MPO's planning process is continuous, cooperative and comprehensive and meets the following federal guidelines:

1. Support Economic Vitality

   One of the MTP's goals is to invest in the development of a regional transportation system that serves to increase mobility and efficiency of the movement of people and goods. Land use patterns influence transportation alternatives and strategies that, in turn, influence productivity, efficiency and the economic vitality of the region. Continued population and employment growth, as the San Antonio-Bexar County region is experiencing, will also influence the region's economic growth.

2. Increase Safety

   Specific actions to increase the safety and security of non-motorized users that are recommended by the MTP include developing off-road bicycle facilities, and for pedestrians, to consider distance from curb, signage, drainage, slope, speed limits, pedestrian crossings and signals, and education of the traveling public. For both non-motorized and motorized users, coordinating traffic operations and implementing strategies to reduce travel demand at the regional and corridor levels will increase the safety of the traveling public. MPO staff has an on-going effort to review, on a quarterly basis, the state's Crash Records Information System (CRIS) data set and present safety related information to stakeholders.

3. Increase the Ability of the Transportation System to Support Homeland Security

   The MTP includes transportation planning information related to the Congestion Management Plan (CMP) that helps identify, assess, promote and assist with implementation of intelligent transportation systems such as the TransGuide system. Additionally, other advanced technologies, such as the vehicle locating and communication systems on-board VIA Metropolitan's Transit's buses, provide an additional level of both safety and security both on the buses, and as a continually roving eye throughout the community. These technologies promote a more secure and functional transportation system and support Homeland Security goals and efforts.

4. Increase Accessibility and Mobility of People and Freight

   The MTP includes other transportation modes such as the rideshare program and Bus Rapid Transit, which reduce the dependency on single occupant vehicles. Accessibility and mobility opportunities are enhanced by continuing to develop and upgrade bicycle and pedestrian facilities and other modes of transportation. The MPO has also assisted with funding the Rail Master Plan, the Rail relocation Study and Rail Adaptive Reuse Study. The MPO has also contracted with Global Insight to provide updated freight related data.

5. Protect and Enhance the Environment

   The MTP encourages the implementation of strategies to protect and enhance the environment and quality of life. Specific strategies include encouraging denser development patterns, the development of multi-modal transportation modes such as improved transit service and encouraging non-motorized vehicle travel. Other efforts include conversion of fleets to alternative fuels, and specific activities that are implemented on Air Quality Health Alert Days.

6. Enhance the Integration and Connectivity of Intermodal Transportation

   Integration and connectivity of the transportation system is enhanced by additional sidewalk construction; designating bicycle lanes or bicycle paths; providing accessible transit service; providing adequate levels of transit service; and providing passenger amenities to facilitate a transfer between transportation modes. Real time travel information for both roadway and transit travel can also greatly improve the usability of the transportation system.

7. Promote Efficient System Management and Operation

   Through the Congestion Management Process (see Chapter 10), efficient system management and operation strategies are identified. Operational Management strategies included are the TransGuide System, Freight Management, and Corridor Management. Community campaigns include Rideshare programs, telecommuting, and trip planning. Policy Management strategies include Growth Management and Parking Management. Additionally, the MPO has funded several traffic signal re-timing studies as an effective strategy in managing the transportation system.

8. Emphasize Preservation of the System

   Many of the strategies outlined previously are effective in promoting efficient preservation of the existing transportation system. Preservation of the existing transportation system can also be encouraged through preservation of rights-of-way, such as abandoned rail corridors, which may be needed for future transportation corridors

Metropolitan Transportation Plan Mission Statement

The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations.

Metropolitan Transportation Plan Goals

The following are goals adopted by the TPB and they reflect the goals and values of citizens and stakeholders and guide the development of the long range transportation plan for the region:

- Invest in the development of a regional transportation system that serves to increase the mobility and efficiency of the movement of persons and goods.

- Encourage the cost effective expansion of the regional transportation system to meet the growing mobility needs while ensuring good air quality; enhancing the safety of the traveling public; fostering appropriate land use patterns; advancing alternative modes of transportation; and, increasing accessibility for the traditionally under served segments of the community.

- Support systematic and coordinated maintenance programs, and make available the adequate resources to preserve existing roadways, bicycle and pedestrian facilities and transit systems.

- Increase the efficiency of the existing transportation system and decrease traffic congestion by coordinating traffic operations and developing and implementing strategies to reduce travel demand at both the regional and corridor levels.

- Invest in a public transit system that meets the existing and projected needs of the region by developing effective routes and schedules and constructing functional and attractive passenger amenities.

- Incorporate the spirit and intent of the Americans with Disabilities Act pertaining to mobility and accessibility into all levels of the transportation system.

- Enhance the effectiveness of the regional transportation system by addressing the social, economic, energy and environmental issues of the region in all transportation planning efforts.

- Improve the opportunities for alternative means of transportation that diminish the growth in single occupancy vehicles and improve air quality by providing bicycle and pedestrian facilities.

- Promote the development of a regional transportation system that recognizes the unique characteristics of the San Antonio-Bexar County area and ensures respect for neighborhoods, historic and archeological resources, the Edwards Aquifer, and other social and environmental issues.

- Promote the development of a regional transportation system that enhances economic activity; provides for employment growth; and encourages public-private partnerships.

- Facilitate the involvement and participation of individual citizens, neighborhood and other interested groups, business and community leaders, local governments, and state agencies in the transportation planning process.

How is the Plan Developed?

The MPO is charged with coordinating transportation planning for the region. The MPO is led by the Transportation Policy Board (TPB), and tasked with development of the long range transportation plan. The TPB provides coordination with regional stakeholders therefore making the MTP a collaborative effort between the MPO, public involvement and technical consultant teams, the Cities and County government, the Texas Department of Transportation (TxDOT), VIA Metropolitan Transit, the Alamo Regional Mobility Authority, community based organizations and interest groups, and the region's citizens.

The starting point for the development of the MTP is considering the impacts of future growth, land use and demands on the transportation system. Looking out to the year 2035 demographic data was examined and three possible growth scenarios, representing different types of development patterns were developed for the region. The growth scenarios look at how the region will change and develop, where people will live and work and where and how they will travel to and from their destinations. The growth scenarios aim to present the projected impacts of different types of development and emphasize the differences between the three scenarios.

The three growth scenarios include:

- **Current Trends:** generally based on existing growth trends and shows increased suburban development

- **Infill Development:** no additional development outside Loop 1604 other than what is projected through year 2015, infill concentrates residential development and employment

- **Transit Oriented Development:** higher density development at selected locations along potential high capacity transit corridors

The growth scenario development and analysis departs from the traditional development of previous long range transportation plans. The 2035 MTP reflects the desired growth and transportation goals and values for the region; and recognizes that growth and change will continue and all citizens, local entities and stakeholders can make

positive contributions toward preparing for that change. In order to ensure public input for the plan, a series of five “Mobility 2035” workshops were held across the region where citizens contributed their ideas for land use development and the future transportation system.

An important element of the MTP is to determine how billions of dollars in federal, state, and local transportation funds should be spent over the next 25 years. One of the findings during the MTP development is that population is expected to increase by 43 % between now and 2035 and employment is expected to increase by 60% between now and 2035. Therefore, even with billions of dollars of investment in transportation infrastructure and other surface transportation needs, the congestion levels will increase faster than available funding. Given that overall transportation needs far outweigh available funding sources, public input is essential to developing an acceptable list of transportation improvement projects for the community.

Consistency with Other Local Plans and Programs

The City of San Antonio’s Master Plan, Major Thoroughfare Plan, Mission Verde Plan and Neighborhood Plans, concepts from the Texas Metropolitan Mobility Plan, VIA Metropolitan Transit’s High Capacity Transit Planning, the Advanced Transportation District goals, the Early Action Compact, the Congestion Management System/Process, bicycle and pedestrian plans, and actions of the San Antonio Mobility Coalition and the Bexar County Regional Mobility Authority were specifically considered in the development of the MTP. Table I-1 shows the MTP’s consistency with and support of these locally adopted plans and programs.

The document represents the planning efforts of numerous transportation agency staff working with technical and public involvement consultant teams, elected and appointed governmental officials, and community-based organizations and private citizens over a three-year period. The planning process has been continuing, comprehensive, coordinated and fully inclusive. The 2035 MTP aims to improve the transportation system through new and efficient connections and to better move people throughout the region. Transportation planning, projects and policies must be coordinated to avoid increasing traffic congestion, reducing mobility and decreasing quality of life. The MTP is a flexible and dynamic document, and amendable as regional conditions change. The document will be reviewed and updated every five years or as required by federal regulations.

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Table I-1. San Antonio-Bexar County MPO Metropolitan Transportation Plan: Consistency with Other Local Plans and Programs

	City of San Antonio Master Plan Policies	City of San Antonio Major Thoroughfare Plan	City of San Antonio's Mission Verde Plan	City of San Antonio's Neighborhood Plans	Texas Metropolitan Mobility Plan Concepts	VIA's High Capacity Transit Planning	Advanced Transportation District Goals	Air Quality Planning	Congestion Management System/Process	Bicycle and Pedestrian Plans	San Antonio Mobility Coalition Actions	Alamo Regional Mobility Authority Actions
Public Participation	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Roadway Element												
Additional Roadway Capacity	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
System Preservation	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Public Transportation Element												
Additional Bus Service	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Bike Racks on Buses						Yes		Yes	Yes	Yes		
High Capacity Transit	Yes	Yes				Yes	Yes	Yes	Yes		Yes	Yes
Commuter Rail	Yes	Yes			Yes	Yes		Yes	Yes		Yes	
Improved Passenger Facilities						Yes	Yes		Yes	Yes		
Bicycle System	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Pedestrian System	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Freight System		Yes							Yes		Yes	
Congestion Management Process												
Intelligent Transportation Systems						Yes	Yes	Yes	Yes			
Policy Management									Yes			
Corridor Improvements		Yes				Yes		Yes	Yes	Yes	Yes	Yes
Public Transportation Improvements		Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Advenced Transportation Systems					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Community Campaigns						Yes		Yes	Yes	Yes	Yes	
Urban Design												
Neighborhood Preservation	Yes			Yes					Yes			
Neighborhood Revitalization	Yes			Yes					Yes			
Mixed Use Development	Yes			Yes		Yes			Yes	Yes		
Growth Management	Yes			Yes					Yes	Yes		
Access Management	Yes			Yes			Yes		Yes	Yes		
Environmental Element												
Air Quality	Yes		Yes		Yes			Yes	Yes	Yes		
Green House Gases			Yes					Yes	Yes	Yes		
Water Quality and Availability	Yes		Yes									

1. Demographic Development

Accomplishments Over the Past Five Years

The San Antonio – Bexar County Metropolitan Planning Organization (MPO) continually improves upon its' demographic forecasting processes and methodology. For this update of the Metropolitan Transportation Plan, for the first time, three demographic scenarios (Current Trends Development, Infill Development, and Transit Oriented Development) were produced, tested for their impacts on the transportation system and received a significant amount of public review prior to the MPO's Transportation Policy Board selecting a growth scenario in March 2009 to use in the development of the Plan. The selected growth scenario is a combination of Infill and Transit Oriented Development. Historical databases continued to be refined and the Demographic Working Group expanded its membership to not just include the traditional transportation agency partners (Alamo Area Council of Governments, Bexar County, City of San Antonio, MPO, Texas Department of Transportation and VIA Metropolitan Transit) but also CPS Energy and San Antonio Water System. The refinement of demographic forecasting procedures will continue to be a priority for the MPO.

Background

The basis of any effective planning effort rests primarily on a determination of the area's base year demographics (population, household size, employment, household income, and land use) and future projections of these demographics. The MPO used 2005 as the base year for this update of the Metropolitan Transportation Plan (MTP). For the future years, various federal and state government data sources were used for the population and employment forecast totals in five-year increments to the year 2035 for the San Antonio region.

The process for forecasting future growth in population and employment is not an exact science. Multiple forecasting models exist with differing assumptions and results. What is needed for the transportation planning process is a "comfort level" with the demographic control totals used to predict future travel. The tendency is to be more comfortable with the recent trends. If the economy is doing well and jobs and housing are expanding, the tendency is to select an optimistic forecast. The tendency to select a conservative forecast usually occurs if the current or most recent trend is decreasing or if a flat economy exists. Upturns and downturns in the economy occur in cycles that, over a 20 or 30-year time span, tend to counteract each other. That is why annualized growth rates are important indicators for long term demographic projections.

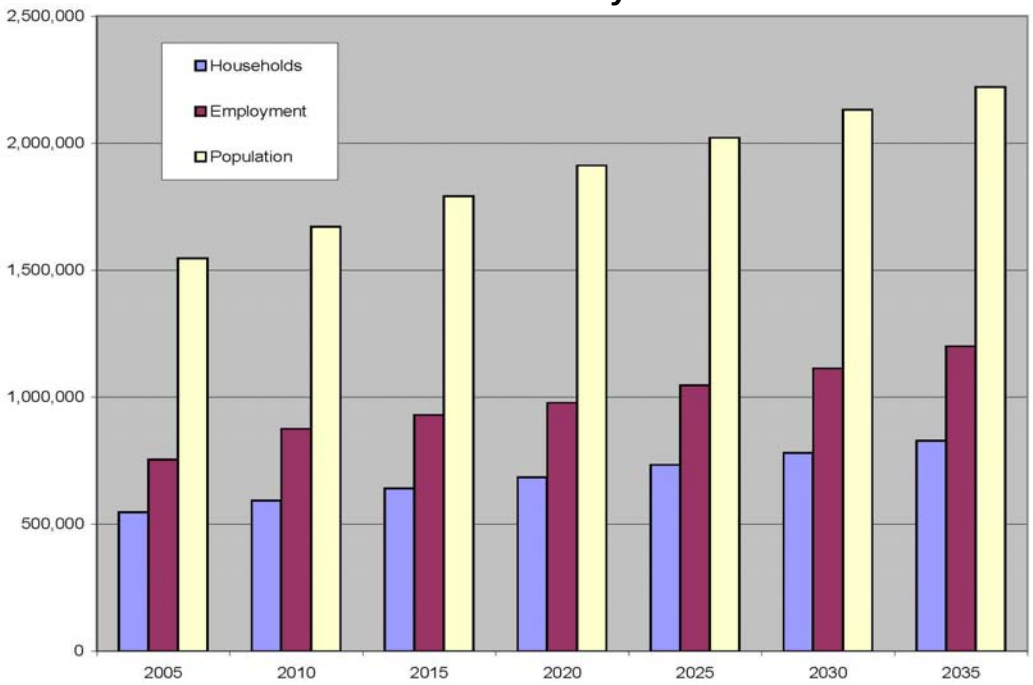
If a conservative approach is taken and selected control totals are too low then the risk is to be behind in planning for needed infrastructure. If the control totals are too optimistic, this could result in a false or premature justification for roadway and/or transit infrastructure improvements.

While area-wide demographic control totals were readily available, these figures needed to be disaggregated to census tracts and eventually to the traffic serial zone level for use in the travel demand model. It should be noted that while the allocation model used for the disaggregation process will produce an estimate of what may happen in the future, there is no way to predict the occurrence of unforeseeable changes that would effect the future distribution of employment and population. This, in part, necessitates that the forecast be reviewed and updated on a regular interval. The adopted population and employment control totals are shown in Table 1.1 and are graphically represented in Figure 1.1.

Table 1.1 Population, Households and Employment Control Totals for the Study Area (in millions)

	2005	2010	2015	2020	2025	2030	2035
Population (in millions)	1.55	1.67	1.79	1.91	2.02	2.13	2.22
Households (in millions)	0.55	0.59	0.64	0.68	0.73	0.78	0.83
Employment (in millions)	0.75	0.86	0.93	0.98	1.05	1.11	1.20
Empl/Pop %	48.8%	52.4%	51.9%	51.1%	51.8%	52.2%	54.0%

Figure 1.1 Population, Households and Employment Control Totals for the Study Area



The demographic forecasting output at the traffic serial zone level for each future year increment is the result of a joint effort by the transportation planning agencies in the study area. Concurrence by these agencies on future demographics is necessary before work commences on a subsequent model run. Concurrence ensures minimizing duplication of effort in data development and maximizes local confidence in demographic forecasts. The MPO's partner agencies include the Alamo Area Council of Governments, Bexar County, City of San Antonio, CPS Energy, San Antonio Water System, Texas Department of Transportation, and VIA Metropolitan Transit.

Additionally, since the selected demographic scenario, a combination of transit oriented development and infill development, is a departure from the traditional growth pattern, it will be essential to monitor our partner agencies' efforts towards successfully implementing this selected growth pattern. Additional detail on the scenario planning activities in support of the development of the Metropolitan Transportation Plan can be found in Chapter 2 Scenario Planning.

METROPILUS

While the MPO continues to migrate to the UrbanSim demographic forecasting model, the software package METROPILUS was used for this update of the Plan. The model provides a reasonable and disaggregated data for future years. METROPILUS is an evolution of the DRAM (Disaggregated Residential Allocation Model) and EMPAL (Employment Allocation Model) package and combines employment, residence location, transportation networks, and land consumption in a single comprehensive package embedded in a Geographic Information Systems (GIS) environment.

The overall concept of the METROPILUS forecasting process can be stated simply: the model allocates the total growth in employment, households, and land use for an area into its sub-regional component zones. This allocation is made possible by using regional trends, transportation facility descriptions, and data on current location of employment and households. The required data for the METROPILUS model runs include current census of population and employment by place of work, total future population and employment, travel times between zones and current land use information. The forecasts are done in five-year increments with one forecast becoming input to the next five-year forecast.

One of the integral components of the METROPILUS forecasting process is land use. This model incorporates a connection between land use and the transportation system. In order to develop this data as input into the model, staff acquired a computerized parcel file and database file from the Bexar Appraisal District. The files were merged and the information grouped to reflect land use types throughout Bexar County. The balance of the land use in the study area (portions of Comal and Guadalupe Counties) was generated from additional aerial photos and windshield

surveys by staff. Table 1.2 shows the distribution of land uses by category in the MPO study area.

Table 1.2 MPO Study Area Land Use Distribution

Land Use Category	Number of Acres	Percent of Total Acreage
Residential	187,000	22%
Commercial	66,000	8%
Industrial	54,000	6%
Streets	66,000	8%
Vacant Developable	423,000	49%
Vacant Non-Developable	60,000	7%
Total	856,000	100%

In addition to local area knowledge of on-going developments in the area, staff collected data from the City of San Antonio Planning Department, San Antonio Water System, and the Bexar Appraisal District to assess near term growth patterns in the area.

As another one of the model inputs, median household income for the base year was gathered from the 2000 Census. The information was used to divide households into four income groups as needed for METROPILUS. The model specifies a roughly equal grouping of incomes; therefore, each of the categories roughly equate to 25% of the total number of households in the Study Area. The four income categories are shown in Table 1.3.

Table 1.3 Income Level Categories

Category	Income Level
Low	$0 - $19,999
Low-moderate	$20,000 - $34,999
High-moderate	$35,000 - $59,999
High	$60,000+

Population and Households: 2005-2035

The base year input for METROPILUS was 2005. Since the travel demand model requires population and employment by traffic serial zones (TSZ), the final forecasting output was at the TSZ level. The population control totals for Bexar County

(forecasted number of persons in the study area) for the MPO Study Area, in five-year increments to year 2035, are from the Texas Water Development Board. The control totals for Bexar County were approved by the MPO Transportation Policy Board in February 2007. The population control totals for the other counties in the MPO's travel demand model (Comal, Guadalupe, Kendall and Wilson counties) were from the Texas State Data Center. These population forecasts were approved by the Alamo Area Council of Governments' Area Judges Committee in April 2007.

METROPILUS requires the number of persons in future years as a control total and it uses that number to predict the households. This is, in part, because households are the group unit where data is available for modeling the relationship between employment and people. Not everyone is employed at a given time and they are usually part of a family or housing relationship. Households are the way the software groups persons; they may not always be part of a family (as defined by the Census Bureau), but they are always part of a household.

The year 2035 total households by traffic serial zone map is shown in Figure 1.2 and the total household density by traffic serial zone map is shown in Figure 1.3. Because the selected growth scenario is a combination of Infill and Transit Oriented Development, zones inside Loop 1604 are proposed to become more dense than development under a 'trends' scenario.

Figure 1.2 2035 Households by Traffic Serial Zone

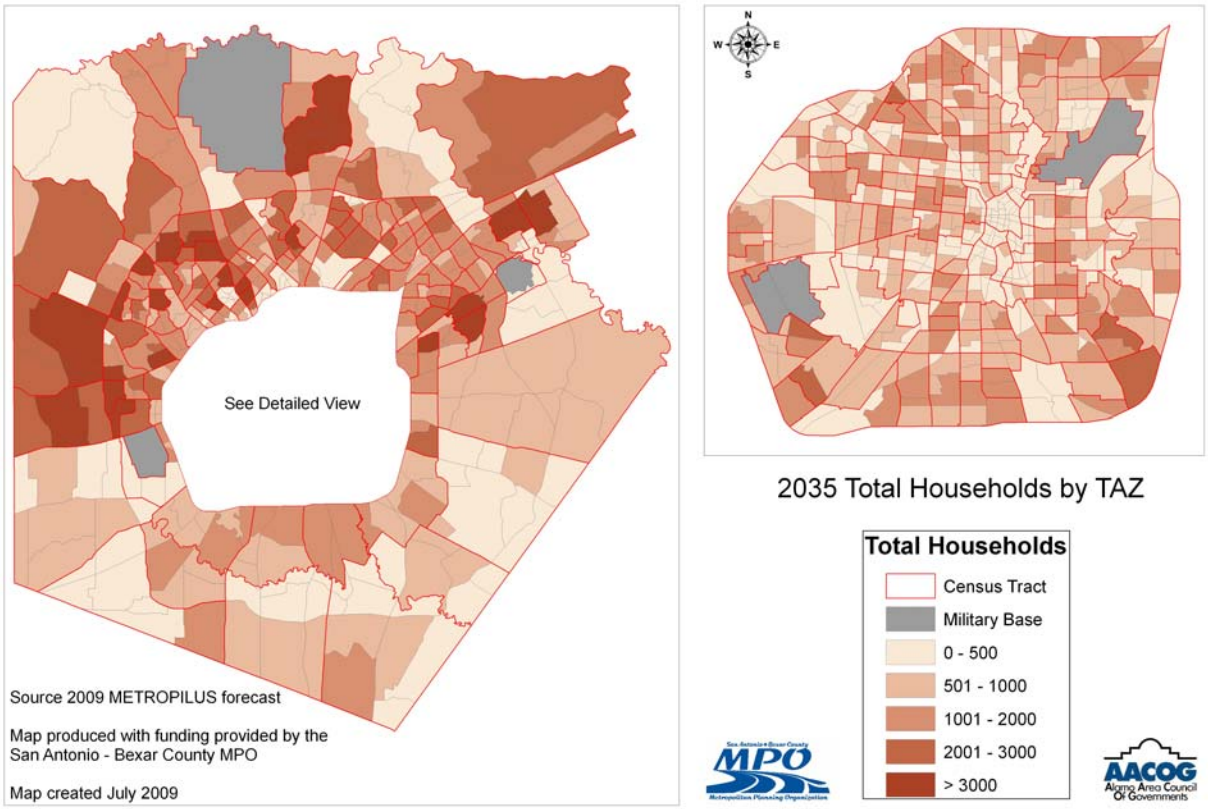
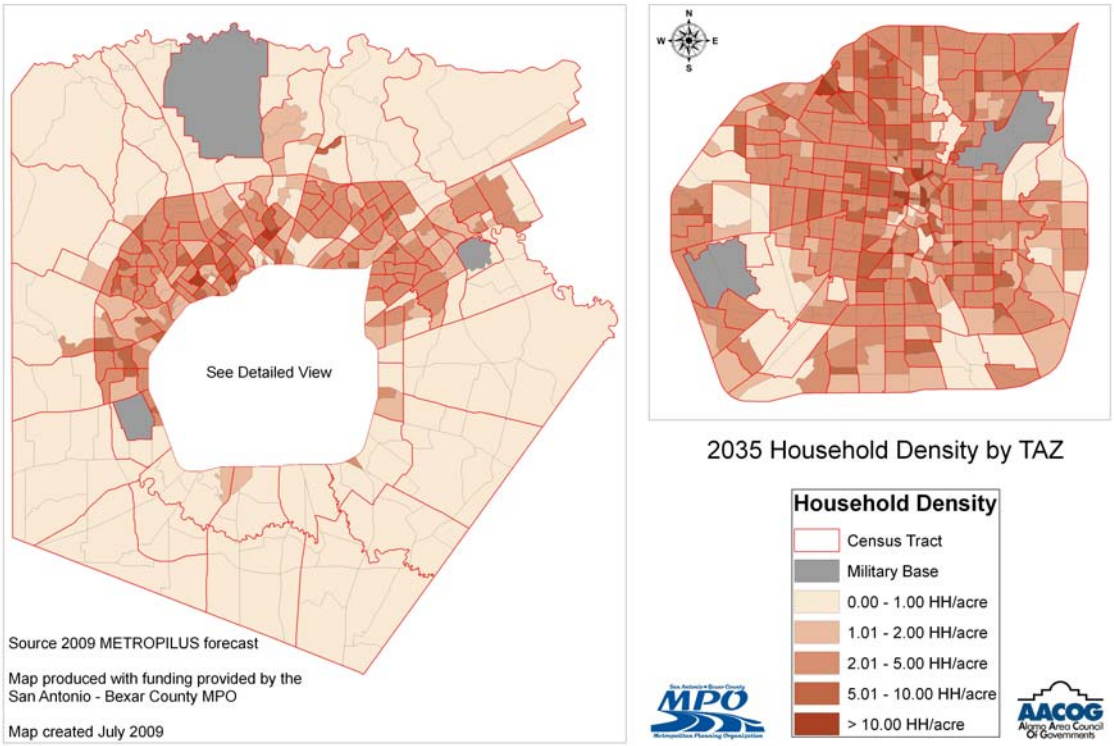


Figure 1.3 2035 Household Density by Traffic Serial Zone



Income: 2005-2035

Income is also used in generating ratios of households by income and employment type. The income forecasted by METROPILUS however, is not used by the travel demand model as input since it generates its own from an estimate of median income at the TSZ level. For the 2005 base year, the median household income figure was adjusted for inflation since 2000. For the 2035 forecast, a median household income figure was derived from an analysis of 25 year trends in Bexar County. Household income estimates from the 1980-2000 decennial census were adjusted for inflation to 2005 dollars using the Consumer Price Index data from the federal government. A trend line was established and a growth percentage calculated and applied to the incomes for 2035.

Employment: 2005-2035

A primary source of base year employment information was the Texas Workforce Commission's (TWC) files (3rd Quarter 2005). The information was geo-coded based on the addresses provided. Where street addresses were not available, telephone books, business listings, and telephone surveys were made to collect information from those employers' locations. The forecasted employment control totals, in five-year increments

to year 2035, are derived from Dr. Ray Perryman's (a respected authority on the Texas economy) forecast. The employment forecast totals for Bexar County were approved by the MPO Transportation Policy Board in February 2007. The employment forecast for Comal, Guadalupe, Kendall and Wilson counties was approved by the Alamo Area Council of Governments Area Judges Committee in April 2007.

The METROPILUS model requires that employment be delineated into at least four and not more than eight different employment categories. The employment categories are shown in Table 1.4.

Table 1.4 Employment Categories

Category	Type of Employment
1	Basic
2	Retail
3	Service
4	Education

The year 2035 total employment by traffic serial zone map is shown in Figure 1.4 and the total employment density by traffic serial zone map is shown in Figure 1.5. Because the selected growth scenario is a combination of Infill and Transit Oriented Development, zones inside Loop 1604 are proposed to become more dense than development under a trended scenario.

Figure 1.4 2035 Total Employment by Traffic Serial Zone

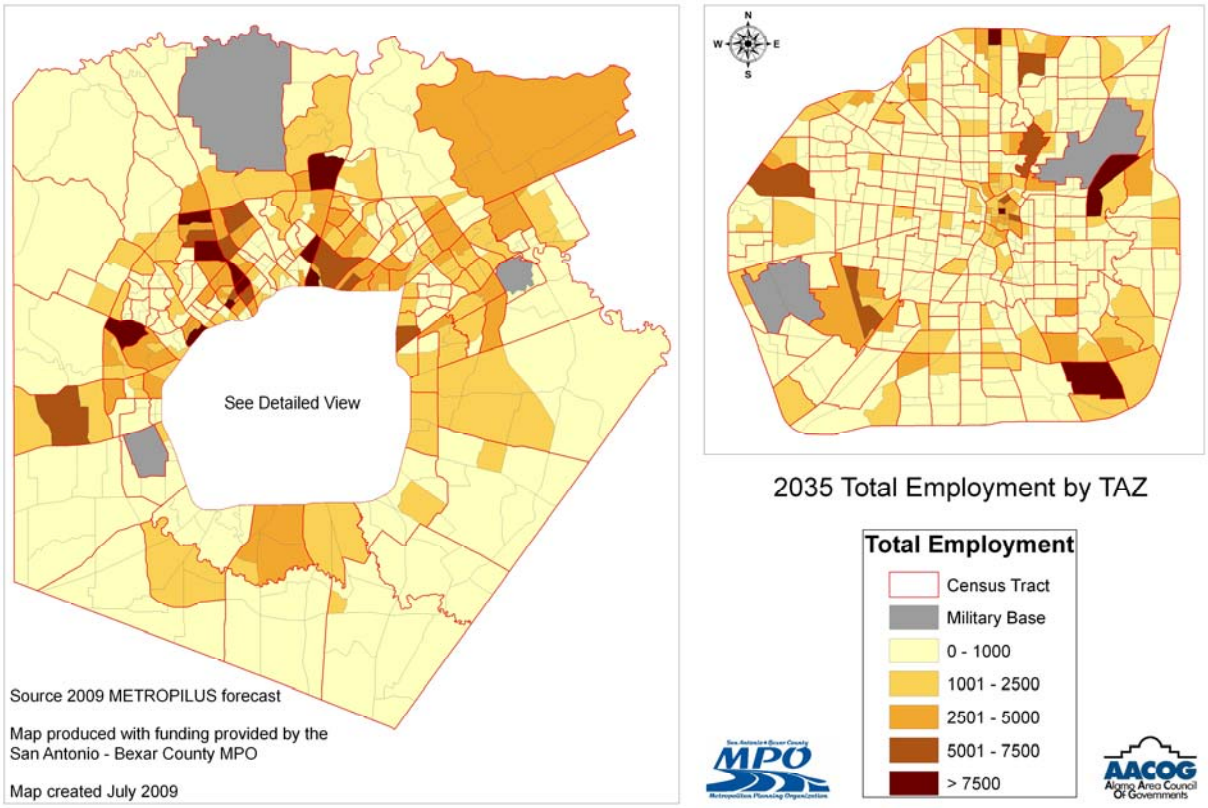
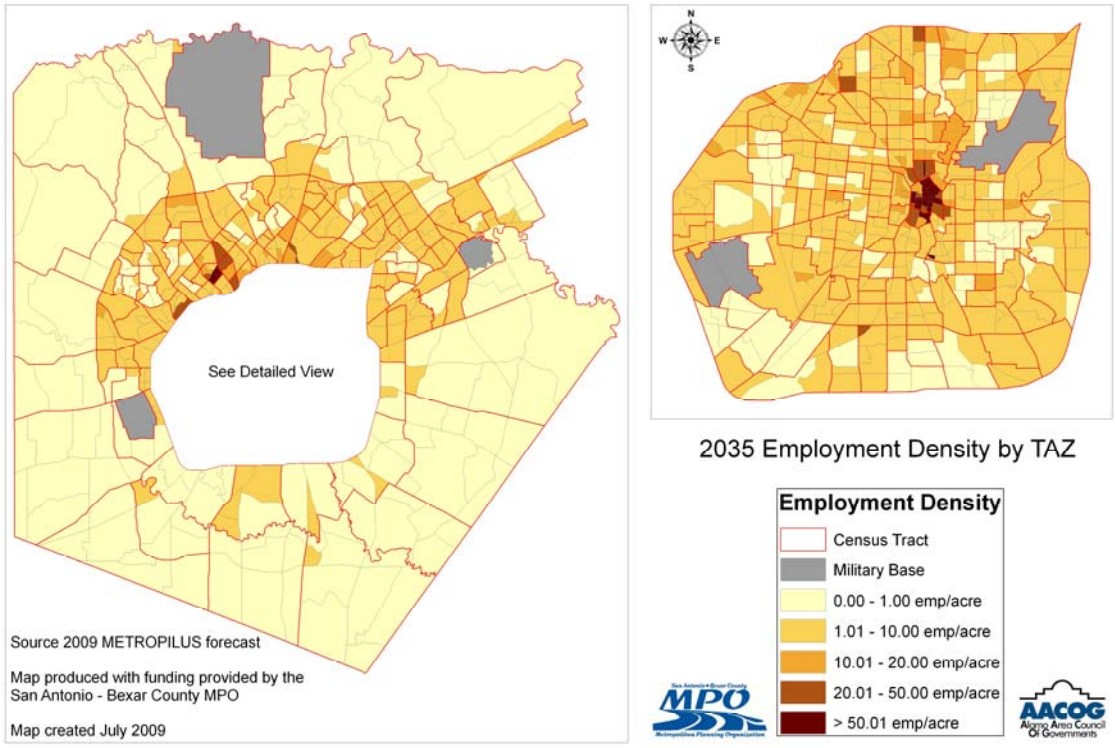


Figure 1.5 2035 Total Employment Density by Traffic Serial Zone



2. Scenario Planning

Accomplishments Over the Past Five Years

Since scenario planning was a new effort for the San Antonio-Bexar County area, undertaking the process itself was a major accomplishment. The process and the final selected scenario by the San Antonio-Bexar County Metropolitan Planning Organization's (MPO) Transportation Policy Board were supported by other activities occurring in the region: VIA Metropolitan Transit's continued development of a bus rapid transit line in the Fredericksburg Road Corridor and their development of a long range comprehensive transit plan (www.SmartWaySA.com), the completion of the San Antonio-Bexar County Transportation Task Force report, adoption and implementation of the Regional Bicycle Master Plan, the City of San Antonio's *Mission Verde* report, and gasoline prices rising higher than ever before.

Background

Scenario Planning was initiated to engage residents and policy makers in a discussion of the region's future growth and development patterns. Scenario planning enhances the traditional transportation planning process by raising awareness of citizens and decision makers of the factors that affect growth and impact our transportation system. Factors include an aging population, land use policies, economics, and environmental concerns. In scenario planning, citizens and policy makers are asked to consider alternative approaches, or "scenarios" to shaping the region and understanding the differences between each approach. The ultimate goal is to create a sustained quality of life for citizens and visitors in our region.

The Federal Highway Administration (FHWA) is actively encouraging and supporting scenario planning. FHWA believes that scenario planning can help citizens, businesses, and government officials understand the impacts of growth, especially the relationship between transportation and the social, environmental and economic development of regions. This relationship is a two-way street: growth and development affect transportation performance, while transportation affects social, environmental, and economic development.

FHWA sees scenario planning as an enhancement of, not a replacement for, the traditional transportation planning process. It enables communities and transportation agencies to better prepare for the future. Scenario planning highlights the major forces that may shape the future and identifies how the various forces might interact, rather than attempting to predict one specific outlook. As a result, regional decision makers are prepared to recognize various forces to make more informed decisions in the present and be better able to adjust and strategize to meet tomorrow's needs.

The premise of scenario planning is that it is better to get the future imprecisely right than to get the future precisely wrong. Predictions of the future are never exactly correct. Rather than picking one definitive picture of the future and planning for that future, scenario planning allows a region to consider various possibilities and identify policies that can adapt to changing circumstances. Scenarios do not describe a forecasted end but are stories about future conditions that convey a range of possible outcomes. The scenario planning process can help people understand the forces of change and the choices they have.

Transportation, Land Use and Scenario Workshop

In November 2006, the MPO hosted and FHWA conducted a Transportation, Land Use and Scenario Workshop. This workshop was attended by partner agency staff and key stakeholders and it began the initial discussions on the links between land use and transportation planning for use in the development of the Metropolitan Transportation Plan ("Mobility 2035"). The workshop centered on the question, "What if 1,000,000 more people moved to the region in the next 25 years?" The workshop focused on best practices for scenario development and addressed engaging the public, involving policy makers, operationalizing growth alternatives, testing those alternatives, selecting a growth scenario for the region and implementing the adopted growth scenario for the region.

Scenario Development

The Demographic Working Group (comprised of representatives from the Alamo Area Council of Governments, Bexar County, City of San Antonio, CPS Energy, MPO, San Antonio Water System, Texas Department of Transportation, and VIA Metropolitan Transit) began the task of developing the initial framework for the development of scenarios. Generally, the group considered quality of life issues facing the region and expressed those issues in terms of questions:

- How far do people want to live from work, school or recreation activities?
- Are people willing to consider other transportation alternatives to travel in their daily life?
- How long are people willing to spend on a daily work commute?

The group also considered:

- the amount of expected growth in the region based on the adopted population and employment control totals;
- development trends over time;
- congestion levels;

- local, regional and world economy;
- expected gas prices;
- air quality, climate change and other environmental concerns;
- future availability of transportation funding, and
- technological improvements.

In generating the scenarios, the Demographic Working Group realistically considered what was achievable and in what timeframe. Plus the scenarios had to differ significantly from traditional growth patterns in order to realize impacts to the transportation system using the available tools. Three development scenarios were considered: Each growth pattern is distinct and represents clear choices. All growth scenarios have the same population growth, job growth, and new households. Differences in the scenarios are shown in where and how the land use in our region occurs. The three growth scenarios are:

- *Current Growth Trends* – the majority of new growth continues outside of Loop 1604.

- *Transit Oriented Development* – beyond year 2015, several high-capacity transit corridors are defined throughout the region and the majority of new, higher density growth is attracted to station locations in these corridors.

- *Infill Development* – by year 2020, new policies and incentives result in all new growth occurring inside Loop 1604.

Although the transit oriented development and infill development scenarios challenge existing thought patterns, basic stories can be created that bring these scenarios to life for residents and policy makers. Gas prices, while not as high as they were in the Fall of 2005, were still higher than they were prior to 2005. State and federal transportation funding is becoming more unreliable and without additional local participation in funding, many large transportation projects supporting single occupant auto driving may not be able to be built. Also there is an increased awareness of alternative fuels, the environment and policies that support a sustainable economy. The next step of the process tested the public's acceptance of and the credibility of potentially implementing transit oriented development or infill development as a formal growth pattern. The three growth scenarios are mapped and summarized on the following pages.

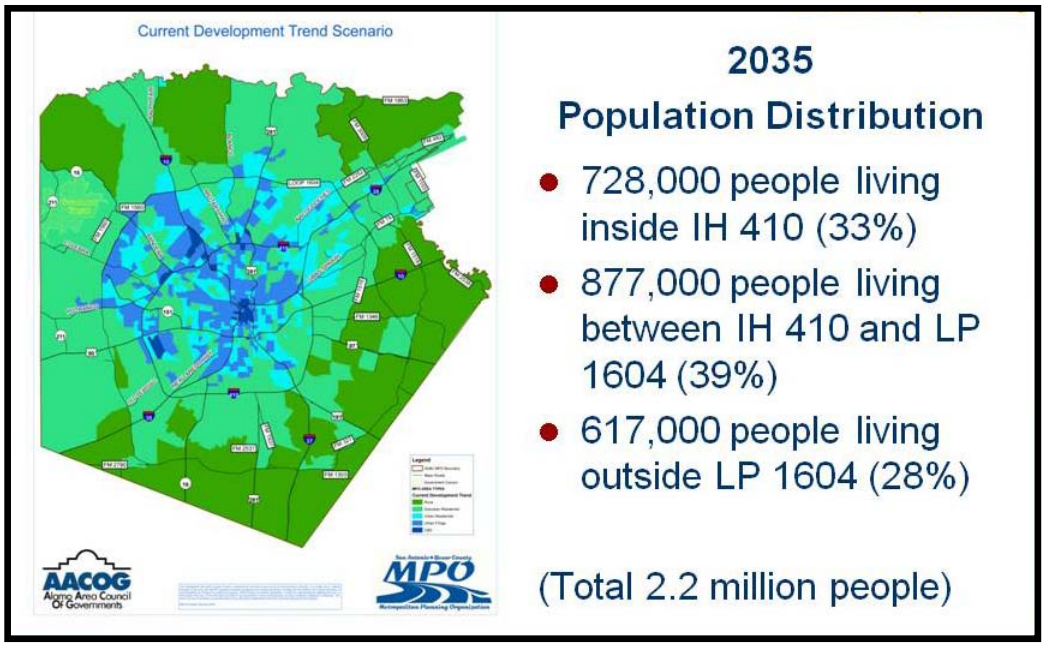
Current Trend Development Scenario

The Current Trend Development scenario is based on recent land use trends. Most residential development in this scenario occurs outside of IH 410 and Loop 1604. There is little redevelopment or infill of the city's core. As development continues to spread, trips become longer in time and travel distance.

2035 Travel Statistics - Current Trend Development Scenario:

- 2.1 million total hours of delay each weekday
- Associated cost in excess of $24 million per day in lost productivity
- Estimated cost of needed transit and highway improvements to reduce congestion (1,800 lane mile equivalents) is $4.6 billion

Figure 2.1 Current Trend Development Scenario



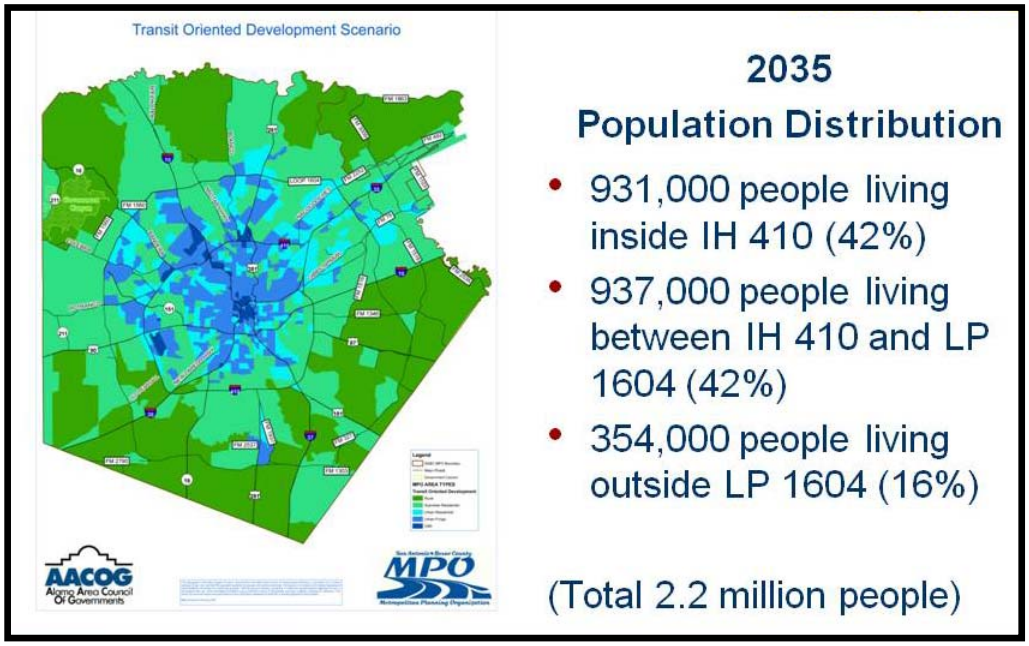
Transit Oriented Development

Transit Oriented Development (TOD) focuses on growth occurring along major transit corridors. TOD involves higher density, mixed used development within walking distance of transit stations. Average travel time delay is significantly lower than the Current Trend Development Scenario as is the loss in productivity.

2035 Travel Statistics – Transit Oriented Development Scenario:

- 721,300 total hours of delay each weekday
- Associated cost in excess of $8.7 million per day in lost productivity
- Estimated cost of needed and transit and highway improvements to reduce congestion (1,600 lane mile equivalents) is $4.1 billion

Figure 2.2 Transit Oriented Development Scenario



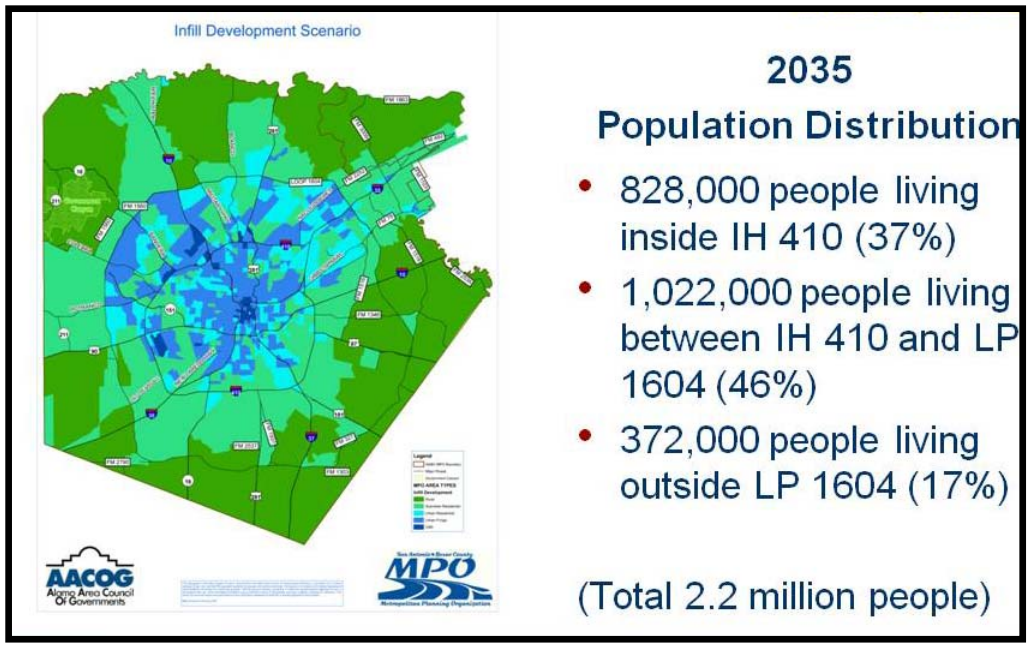
Infill Development

Infill development concentrates growth inside of Loop 1604. Infill is compact in nature and promotes mixed use development while maximizing the use of existing infrastructure. Average travel time delay is significantly lower than the current trend development and slightly lower than transit oriented development.

2035 Travel Statistics - Infill Development Scenario:

- 707,500 total hours of delay each weekday
- Associated cost in excess of $8.6 million per day in lost productivity
- Estimated cost of needed transit and highway improvements to reduce congestion (1,400 lane mile equivalents) is $3.6 billion

Figure 2.3 Infill Development Scenario



Visioning Workshops

As an initial step to engaging the public in the Mobility 2035 Metropolitan Transportation Plan Update, the MPO met, in September 2007, with the community in a series of visioning workshops at four locations around the San Antonio metropolitan area. The goal was to gather input from citizens and develop evaluation criteria to use as measures in the planning process for potential growth scenarios. The participants were asked broad open questions about their views regarding public transportation, congestion relief, roadway system capacity, environment, land use, alternative transportation options, children seniors and the mobility impaired, transportation safety and security, roadway and transit connectivity, policy process, economic development and quality of life in order to develop the list of criteria to evaluate the Mobility 2035 Plan. The criteria are based on what the citizens' communicated as their values, issues, goals and objectives for the region. Below is a list of prioritized criteria developed by workshop participants:

- Promotes access to and use of transit
- Protects the environment (includes air quality, water quality, and aquifer recharge)
- Reduces likelihood of toll roads
- Improves connectivity of the transportation system – increasing access and mobility
- Reduces sprawl and protects green spaces
- Reduces travel time
- Reduces congestion through better management of the system
- Promotes efficient funding and reduces costs
- Promotes walkable communities
- Provides multi-modal options for all users
- Promotes more open and responsive policy process
- Improves economic development in the region
- Provides improved transportation for seniors

Additional information on the visioning workshops can also be found in Chapter 3 Public Involvement Process.

Environmental Impacts of the Growth Scenarios

Consistent with the emphasis on linking planning and environmental considerations, MPO staff undertook an environmental analysis of staff undertook an environmental analysis of the 2005 base year demographic scenario, each of the three potential demographic growth scenarios (Current Trend Development, Transit Oriented

Development and Infill Development) and the selected growth scenario (combination of Transit Oriented Development and Infill Development). For this analysis, the year 2035 population and employment distribution, at the traffic analysis zone level, of each of the growth scenarios, was converted to 'area type' for ease of analysis. Area Types used were, in order of highest to lowest density, Central Business District, Urban Fringe, Urban Residential, Suburban Residential, and Rural.

Geographic Information System Screening Tool (GISST) data layers were used to identify high-level environmental encroachment differences between the base year dat1, the three initial growth scenarios and the adopted growth scenario. The GISST data layers used were:

- Edwards Aquifer
- Percent Wetlands
- Percent Wildlife
- Percent Agriculture Lands
- Managed Lands
- Total Maximum Daily Load (water quality), and
- Federal and State Threatened and Endangered Species

The environmental analysis showed the adopted scenario, combination of Transit Oriented Development and Infill Development, had the lowest encroachment on the environmental sensitivities identified above, followed by the Infill Development scenario. The Current Growth Trend development scenario resulted in the greatest potential for negative environmental impacts. More information on this analysis can be found in Chapter 9 Environmental Concerns.

Growth Scenario Workshops

In December 2008 and January 2009 the MPO Transportation Policy Board was briefed on the status of the scenario development. In February and March 2009, the MPO held a second series of workshops across the region, (in the same locations as the Visioning Workshops plus a central location) and asked the community, "How would you like to see our community grow?" The public meetings were designed to gather input on which land use growth scenario would best meet the community's future needs.

At the meetings, participants worked in table groups to give everyone an opportunity to participate. There were a total of four breakout activities at each table:

- Review and discuss the evaluation criteria generated by the public in late 2007
- Evaluate the three growth scenarios based on the criteria

- Rank the growth scenarios
- Provide additional individual choices and comments

Facilitators provided support at each table to generate discussion. During each activity participants were asked to keep the following key questions in mind:

- How do people decide where they will live and work?
  - ➔ Is the decision a conscious decision?
  - ➔ What factors influence where people live?
  - ➔ What factors influence where people work?

- In what way do the available transportation and land use options affect people's choices?

- In regards to desired growth patterns:
  - ➔ Is higher population density a good idea for our region?
  - ➔ Is more organized development a good idea for our region?
  - ➔ Is controlling which areas new construction occurs a good idea for our region?
  - ➔ Is offering incentives to developers to encourage them to build in specific areas a good idea for our region?

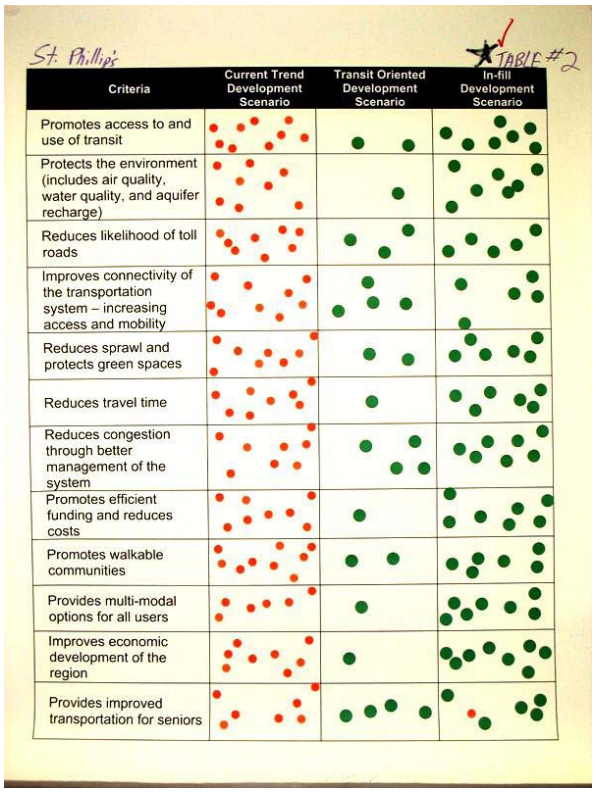
- If high capacity transit was located near your home and work/school, would you use it?

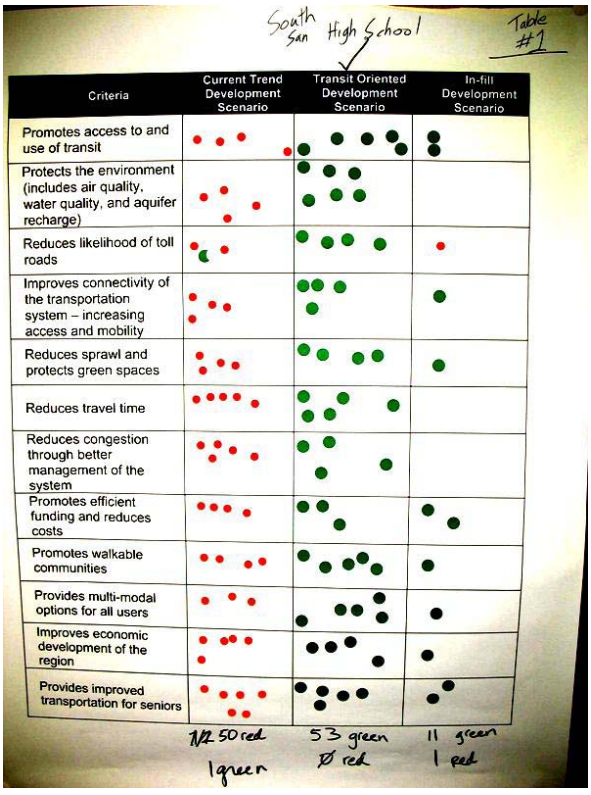
Following the discussion of the evaluation criteria and presentation of the growth scenarios, participants were then asked to analyze and rank each scenario according to how it achieves or fails to achieve each criterion. A summary of the three growth scenarios is provided in Table 2.1.

Table 2.1 Summary Statistics of the Three Proposed Development Scenarios

2035 Characteristics	Current Trends Development Scenario	Transit-Oriented Development Scenario	Infill Development Scenario
People living inside IH 410	728,000	931,000	828,000
People living between IH 410 and Loop 1604	877,000	937,000	1,022,000
People living outside Loop 1604	617,000	354,000	372,000
Total Population	2,220,000	2,220,000	2,220,000
Hours of Delay	2,100,000	721,300	707,500
Productivity Loss	$24,000,000	$8,700,000	$8,600,000
Lane Mile Equivalents needed to eliminate congestion	1,800	1,600	1,400
Construction Cost	$4,600,000,000	$4,100,000,000	$3,600,000,000

Figure 2.4 Samples of Participant Criteria Ranking Charts





After ranking the criteria, participants were asked to select which scenario or combination of scenarios they thought the MPO should use throughout the development of the MTP. The results below are a total from the five workshops:

Table 2.2 Summary of the Public's Scenario Selection

Scenario	Percentage of Responses
Current Trend	3.0%
In-fill Development	19.4%
Transit Oriented Development	16.3%
Combination of Current Trend and In-fill Development	8.5%
Combination of Current Trend and Transit Oriented Development	4.2%
Combination of Transit Oriented Development and In-fill Development	40.5%
Other	7.9%
Total	99.8%

Participants overwhelmingly decided that future growth for the region should include a combination of Infill Development and Transit Oriented Development. Based on recorded public feedback some dominant themes emerged regarding future growth and development for the region:

- Need to work with other agencies to bring about desired growth scenarios
- Need to address other infrastructure and social issues at the same time as addressing transportation
- Need to focus on non-auto options such as bike, pedestrian and transit
- Need more opportunity for public dialogue, public education and input to policy makers
- Need to address environmental concerns, especially aquifer protection
- Need to address circulation issues downtown

Following the workshops the MPO analyzed the responses from the public and presented the results to the Transportation Policy Board. In addition, the concepts, policies and standards that might require change were assessed.

A combination of the two scenarios would include policies and standards that:

- Promote physical integration of development, either vertically or horizontally
- Achieve appropriate levels of density

- Allow people to move between destinations easily, and rely much less on their vehicles
- Provide multi-modal transportation options
- Provide adequate parking without creating an oversupply
- Promote activity at different times of the day and week, balancing transit ridership and allowing for shared parking
- Promote street width that slows traffic and is pedestrian friendly (24-36 ft.)
- Improve sidewalk standards, benches, trees and lighting
- Primary streets should include dedicated spaces for transit vehicles, cyclists and pedestrians
- Use access management techniques to increase safety and make the street more accessible for all modes of transportation
- Offer rear access for service trucks

Growth Scenario Adoption

In March 2009, the MPO's Transportation Policy Board adopted a combined Transit Oriented Development/Infill Development scenario (see Figure 2.5 and the Technical Appendix) for use in the 2035 MTP update with the knowledge that concepts from both scenarios are centered around compact and mixed use development, connectivity, accessibility and walkability. A comparison of the four scenarios can be found in Table 2.2. In April 2009, the Transportation Policy Board unanimously approved a resolution supporting the adopted combined scenario. The resolution is meant to share with other municipalities and to communicate the desired long-term growth for the region.

Table 2.3 Summary Statistics of the Four Development Scenarios

2035 Characteristics	Current Trends Development Scenario	Transit-Oriented Development Scenario	Infill Development Scenario	Transit-Oriented /Infill Development Scenario
People living inside IH 410	728,000	931,000	828,000	839,000
People living between IH 410 and Loop 1604	877,000	937,000	1,022,000	1,014,000
People living outside Loop 1604	617,000	354,000	372,000	367,000
Total Population	2,220,000	2,220,000	2,220,000	2,220,000
Hours of Delay	2,100,000	721,300	707,500	663,000
Productivity Loss	$24,000,000	$8,700,000	$8,600,000	$8,100,000
Lane Mile Equivalents needed to eliminate congestion	1,800	1,600	1,400	1,433
Construction Cost	$4,600,000,000	$4,100,000,000	$3,600,000,000	$3,700,000,000

An important part of the adoption of the combined scenario is to carefully monitor its implementation progress. Scenario Planning is an on-going process for a region. As the future unfolds, reality needs to be assessed compared to the selected scenarios, new scenarios developed and new decisions or policies made to address changing conditions.

Figure 2.5 Regional Growth Scenario Resolution Adopted by the Transportation Policy Board

San Antonio • Bexar County MPO
Metropolitan Planning Organization

A RESOLUTION SUPPORTING Transit Oriented Development and Infill Development as a Regional Growth Scenario

WHEREAS, there is a strong relationship between land use and transportation, and

WHEREAS, current regional transportation and land use patterns are primarily vehicle oriented and not conducive to transit, bicycling and pedestrian activity, and

WHEREAS, people increasingly want more choices in how they travel between where they live, work and interact, and

WHEREAS, global energy, air quality including greenhouse gases, water quality, public health and economic development are a concern, and

WHEREAS, communities with integrated, efficient, multi-modal transportation options are shown to have more of an economic advantage, and

WHEREAS, our transportation system should be sustainable, provide choices, and access to all in our community, and

WHEREAS, mixed use development including jobs, shopping, public buildings, recreation and housing provides the community with opportunities to walk, bike and use transit, and

WHEREAS, infill development, including new growth and redevelopment of older areas, should be planned around transit when possible, and

WHEREAS, concentrated growth and connections through improved transit, bicycle and pedestrian facilities is the adopted vision for the region.

NOW THEREFORE, BE IT RESOLVED THAT THE SAN ANTONIO-BEXAR COUNTY MPO TRANSPORTATION POLICY BOARD, supports and encourages Transit Oriented Development and Infill Development to provide the community with increased transportation choices, improved quality of life, reduction of air pollution and dependence on oil and energy while remaining an economically competitive region.

FURTHER BE IT RESOLVED THAT THE SAN ANTONIO-BEXAR COUNTY MPO TRANSPORTATION POLICY BOARD encourages the municipalities and other entities within the MPO Study Area to adopt transportation and land use policies, to the extent allowed by statute, that promote multi-modal travel options.

PASSED AND APPROVED this 27th day of April 2009.

Sheila McNeil, Chair
San Antonio-Bexar County
Metropolitan Planning Organization

3. Public Involvement Process

Accomplishments over the Past Five Years

The San Antonio-Bexar County Metropolitan Planning Organization (MPO) continues to have a strong public participation program by taking advantage of new technologies and opportunities. Enhancements include an expanded Walkable Community Program with workshops, safety classes, bike rodeos and bicycle helmet distribution; in-house development of Spanish language videos explaining who and what the MPO is, the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program processes, air quality and its potential impact on the region, and the Walkable Community Program. The MPO has also developed and printed Spanish language brochures, has its quarterly newsletter translated to Spanish and several of the articles printed in "*La Prensa",* the local Spanish language newspaper for an even wider distribution of information. The MPO also created a Facebook page and enhanced its website. All committee (Transportation Policy Board, Technical Advisory Committee, Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee) meeting materials are posted on the website one week prior to the meetings. The MPO adopted an updated Public Participation Plan, participates several times a month with other organizations' activities such as health fairs, Earth Day, Solar Fest and other events. The MPO also conducts outreach to school age children through the annual GIS Day event.

Background

The MPO's mission is to provide a continuous, comprehensive and coordinated ("3-C") regional transportation planning process for the safe and efficient movement of people and goods consistent with the community's overall economic, social and environmental goals.

The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and updates of the MTP. Effective public involvement is integrated throughout the entire process. A proactive approach to an effective public involvement process requires several elements:

- Early, continuous, and meaningful public involvement;
- Reasonable public access to technical planning information;
- Collaborative input on transportation alternatives, evaluation criteria and mitigation needs;
- Transportation planning meetings that are open to the public; and
- Access to the planning and decision-making process prior to closure.

Environmental Justice

In 1994 Executive Order No. 12898: Federal Action to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations was issued. Executive Order 12898 expands on the Title VI Civil Rights Legislation and promotes nondiscrimination in federal programs that substantially affect human health and the environment. In addition, the order provides minority and low-income communities access to public information and opportunity for public participation in related matters. All programs that receive funding from federal or state agencies require Environmental Justice consideration in accordance with federal or state law.

More specifically, Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, educational level, or income with respect to the development, implementation, and enforcement of environmental laws. “Fair Treatment” includes policies and practices that ensure that no group of people, including racial, ethnic, or socioeconomic groups bear disproportionately high and adverse human health or environmental effects resulting from federal or state agency programs, policies, and activities. Environmental Justice seeks to:

- Avoid, minimize or mitigate disproportionally high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- Ensure the full and fair participation by all potentially affected communties in the transportation decision-making process.

- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition to the definition above, the United States Department of Transportation (DOT) issued specific guidelines to MPOs regarding Environmental Justice. MPOs are to:

- Explore needs within minority communities
- Involve minority communities and disabled persons in the transportation planning process
- Include minorities/disabled persons on boards and committees in leadership roles
- Document Title VI efforts
- Advertise public meetings in places where minorities/disabled persons go
- Hold meetings at times and places convenient for the minority community
- Communicate in languages other than English
- Consider special needs in public accommodations

- Follow up with the minority community after public meetings, when decisions are made and after project implementation

The MPO adheres to the Department of Transportation guidelines by conducting specific outreach in underserved communities by hosting public meetings in strategic locations, translating information into Spanish, including minorities/disabled persons on committees, advertising public meetings and information in a variety of print media and documenting all efforts.

For the development of the long range transportation plan, in order to thoroughly engage the public and gather input the MPO hosted a series of public meetings throughout the region. The purpose of the meetings was to identify innovative approaches to solve transportation problems while engaging the community and serving as a catalyst for their interaction with local governments and decision makers. To follow up and display results from the information gathered at the public meetings and to receive further input regarding the entire MTP the MPO hosted an additional all day public meeting on October 1, 2009.

The public commented on several major transportation issues discussed in the long range transportation plan. One major concern for the region is the potential use of tolled and managed lanes to help manage the projected increase in population by more than 600,000 people by 2035. Tolled and managed lanes are one strategy utilized to fund and maintain future roadway systems and mobility. As the MPO region becomes more diverse and non-traditional transportation projects such as tolls are explored, Environmental Justice issues will continue to be at the forefront of transportation planning efforts. An analysis of potential impacts on Environmental Justice communities from the proposed toll and managed lanes in the long range transportation plan can be found in Chapter 7. Roadway Needs.

Mobility 2035 Kickoff Press Conference

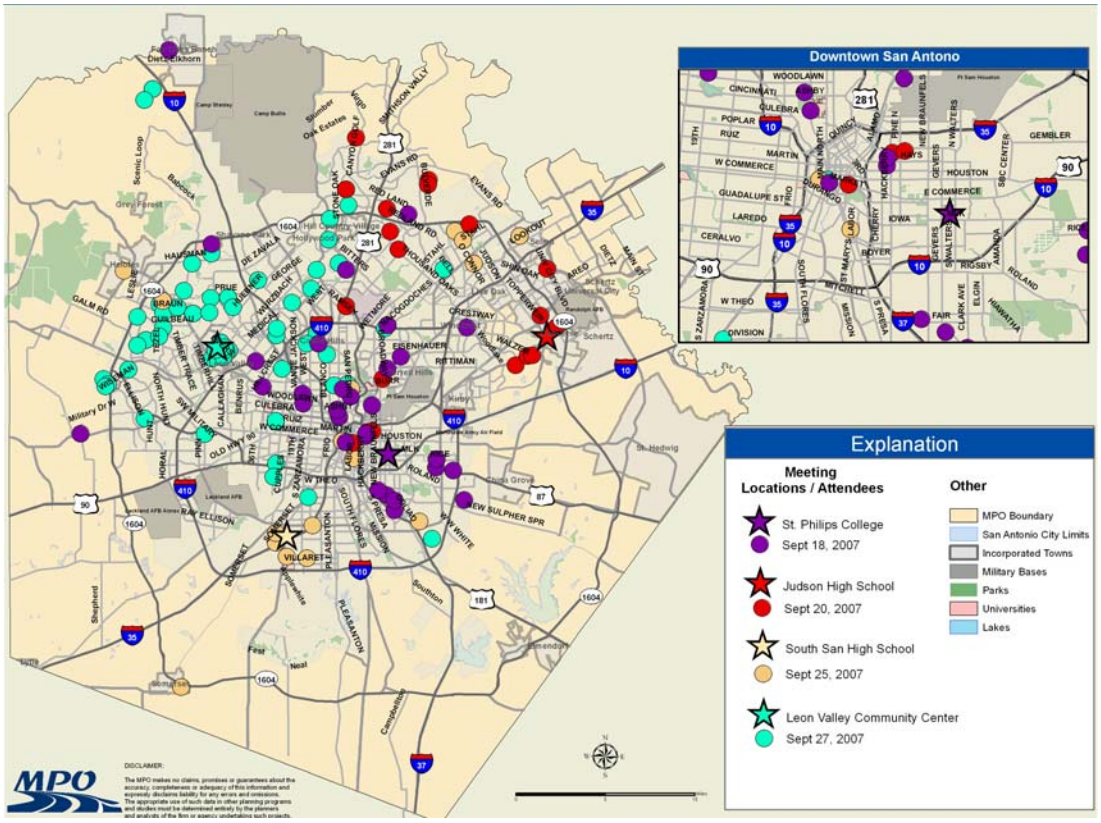
The first step in the public involvement outreach efforts for updating the MTP was a press conference to announce the beginning of the planning process for Mobility 2035. The press conference was conducted on September 5, 2007 at the historic Sunset Depot train station. All of the MPO's major transportation partners were represented. It was attended by the local media resulting in a number of print, radio and television stories, getting the outreach effort off to a good start.

In addition to inviting the public to the first four Mobility 2035 Visioning Meetings, additional Mobility 2035 information was available on a traditional website at www.mtp2035.org as well as on a MySpace page at www.myspace.com/mtp2035. The MySpace page was an effort to reach a younger segment of the population.

Phase I: Visioning Workshops

More than 200 citizens participated in four identical Transportation Visioning Workshops held at various locations across the MPO's study area. As shown in Figure 3.1, the meetings took place at St Philip's College, Judson High School, South San High School and the Leon Valley Community Center between September 18 and September 27, 2007.

Figure 3.1 September 2007 Visioning Workshop Meeting Locations and Residential Addresses of Attendees



The workshops began with an Open House, which included information about the MPO, the long range transportation plan, and the plan update process. The current long range plan, "Mobility 2030" was also available for additional information. A brief overview of the MPO followed the Open House.

Participants were placed into small groups to identify and discuss their values regarding transportation. They were first asked to map where they live, work, attend school, shop and participate in recreational activities, then to visualize the major trip each makes on a typical day. Next they were asked how they are making that trip: alone, with others, how many stops are made along the way, what mode of transportation is used and how the transportation system works for them.

Next, the facilitator presented the transportation system as it is today and how it could change over the next 20 to 30 years if no other transportation projects were implemented other that the projects that were currently funded. Participants were asked to discuss in their groups how the changes predicted for the future would impact their use of the transportation system.

Then the facilitator presented three possible future growth scenarios that were developed: Current Trends, Transit Oriented Development, and Infill Development. Additional information on scenario development can be found in Chapter 2 Scenario Planning. After the growth scenario presentation, the small groups focused on developing evaluation criteria that should be used in making future transportation decisions.

Each group developed a list of evaluation criteria. The criteria are based on what the citizens' communicated as their values, issues, goals and objectives for the region. Citizens prioritized their evaluation criteria and displayed their preferences through a dot exercise. The exercise provided citizens with an opportunity to vote by placing dot stickers on a large display next to the criteria they deemed most important in planning for future growth in the region.

Results from the meetings indicated the following criteria were most important:

- Promote access to and use of transit
- Protect the environment
- Reduce likelihood of toll roads
- Improve connectivity
- Reduce sprawl and protect green space
- Reduce traffic congestion
- Increase transportation safety
- Reduce project costs and improve funding
- Promote walkable communities
- Increase multi-modal choices
- Promote open and responsive policy process
- Improve transportation to and from schools
- Improve regional economic development
- Improve transportation for seniors

Mobility 2035 Visioning Workshops Outcomes

Public Transportation

During the visioning workshops there was strong, consistent support for improved and expanded public transportation services. Taken as a whole, there was great interest in a comprehensive regional public transportation system that promotes premium rapid transit service on radial routes into the city center; downtown circulator routes to provide mobility

and reduce congestion; better use of park and ride lots; and increased hours of services, safety and aesthetics to make the public transit service a more convenient alternative to auto travel.

Toll Roads

The dominant message regarding toll roads from the visioning workshops was to reduce the number of toll roads proposed in the plan. The strategies proposed by workshop participants for taking toll roads out of the project mix included adding fewer highway projects in general; restricting highway projects to those that are tax funded; using more transit options, and eliminating the use of comprehensive development agreements (CDAs) as a funding mechanism.

Environment

Many participants in the workshops expressed concerns about designing the transportation system in a way that protects the environment. Items mentioned most often were air quality, water quality, aquifer protection, and preservation of green space. To help soften transportation impacts on the environment, assessment of the environmental impacts of the plan will be included in the review of potential projects. Among these assessments is an air quality analysis of the proposed plan, and the plan will be coordinated with agencies that address environmental protection, tribal land management, wildlife management, land management, and historic preservation.

Land Use

Participants in the Visioning Process expressed a desire to see coordination between the region's land use and transportation planning processes so that changes and improvements in the transportations system support the community's land use goals. There was a desire expressed for the plan to support the goal of containing urban sprawl and preserving green space.

Congestion Relief

Most participants expressed a desire for congestion relief that would improve the travel conditions of existing roadways and decrease travel time throughout the road system, but especially on the interstates and major arterials within the system. In addressing congestion relief, participants wanted the plan to consider both the design of the infrastructure itself as well as the operational systems used to control the flow of traffic on that infrastructure.

Alternative Transportation Options

Walking, biking, pedestrian access to transit, and park-and-ride/park-and-walk facilities were among the items mentioned when participants suggested the plan be evaluated based on its friendliness to non-automobile choices. Making these options a part of a connected multi-modal system that could be used to get to and from any area of the region at all times of the day was an important consideration of these participants.

Children, Seniors and the Mobility Impaired

During the workshops many participants expressed a desire for the plan to include accommodations for those citizens who cannot drive to their desired destinations due to age or disability. The participants expressed a desire to see school children, seniors and the mobility impaired served with safe alternative transportation options that meet their special needs. Participants felt that children need safe routes to schools and playgrounds that would allow them to use active transportation, such as walking or biking, to get to these destinations. And participants felt that the accessible transit options should be expanded for seniors and the mobility impaired as the aging baby boomers increase the demand for these transportation services.

Transportation Safety and Security

Participants indicated that safety of both the road system and the transit system are important goals for improving the regional transportation system. Reducing accidents, improving emergency response time, improving maintenance of roads and bridges, and reducing crime on transit lines were specifically identified by participants as areas that would benefit from targeted improvement.

Roadway and Transit Connectivity

Participants suggested that it was important to design an overall transportation network that connects the system of roads, rail, bus, parking, bike lanes/paths, airports, taxis and sidewalks together such that people can use a multi-modal approach to addressing their transportation needs. Participants also expressed a desire for improved connectivity between residential neighborhoods and amenities – such as schools, playgrounds, recreation areas, places of worship and shopping - by means of roads, transit lines, bike lanes, and sidewalks.

Policy Process

Participants expressed a need for an open and responsive policy process that included public discussion of both transportation options and funding strategies. Participants expressed a desire that the plan have both an inclusive public participation process and a strong public awareness campaign. In addition, the participants wanted to

see the values and criteria developed in that public involvement process used throughout the decision-making process to evaluate and implement the plan. Overall, participants wanted to see an open planning process integrating land use and transportation, and a planning process that supports community values through strict enforcement of established rules, regulations and community goals and objectives.

Economic Development

Participants expressed a desire to see the transportation system of the region support expanded economic development opportunities for residents of the region. The participants suggested that the plan should be coordinated with the economic development plans of the region and should focus on supporting infill development in areas in need of economic boost, e.g. South San Antonio. Participants also felt that the transit system hours should be expanded to allow those persons without access to a reliable automobile to use public transit to access jobs at non-traditional hours.

Quality of Life

Participants felt that for the health of the citizens, the health of the environment and the encouragement of better quality of life for the community – the promotion of "walkable communities" throughout the region should be made an important goal of the transportation system. Participants felt that mixed use land use planning, and pedestrian friendly commercial development policies should be included in the plan.

Phase II: Regional Transportation Attitude Survey II

A successful MTP is critical to achieving the vision for the transportation future of our region. Accordingly, the MPO proactively requested the involvement of a broad cross-section of citizens, affected public agencies, private transportation providers, traditionally underserved groups and all other interested parties in the process of updating this transportation plan.

Building a good plan requires a statistically valid benchmark or starting point regarding attitudes and perceptions concerning the region's current transportation system. Accordingly, a second Regional Transportation Attitude Survey (RTAS II) was conducted. The purpose of both this new survey and the MPO's original 1998 RTAS was to gather statistically valid data on the public's opinions, attitudes, beliefs and values about existing transportation issues, changes in travel behavior, lifestyles, and perceptions about future multimodal transportation systems.

In 1998, 80% of Bexar County residents felt that traffic congestion levels had not yet reached a point requiring expansion of alternative modes of transportation. Eight in ten drivers drove alone while 87% of the drivers felt their commutes were either very or

somewhat reasonable. While traffic safety, protecting water and air quality, and energy conservation were mentioned as worthy transportation planning goals, there was little evidence of motivation to change basic travel behaviors.

By 2008, however, travel perceptions have changed significantly: traffic congestion has grown, average travel times have increased by 20% and the price of gasoline has risen sharply. Additionally, public awareness of San Antonio's ozone problem is much higher than in 1998.

In Spring 2008, 1,628 residents, 305 employers and 334 transit users were surveyed throughout the study area. The survey was conducted in English and Spanish by mail and phone for the residents and employers while the transit users were interviewed personally. With over a 30% response rate for both residents and employers, the survey results are statistically valid at the 95% confidence level for each category's regional population.

Major findings included:

- 73% of residents and employers felt traffic congestion had increased greatly over the previous five years. Employers, residents and transit users all felt that relieving traffic congestion should be the top long range planning emphasis for the future.

- 71% of employers, 68% of residents and 55% of transit users felt that roadway improvement funding should be much or somewhat greater over the next five years.

- 71% of employers, 66% of residents and 62% of transit users felt public transit funding should be much or somewhat greater over the next five years.

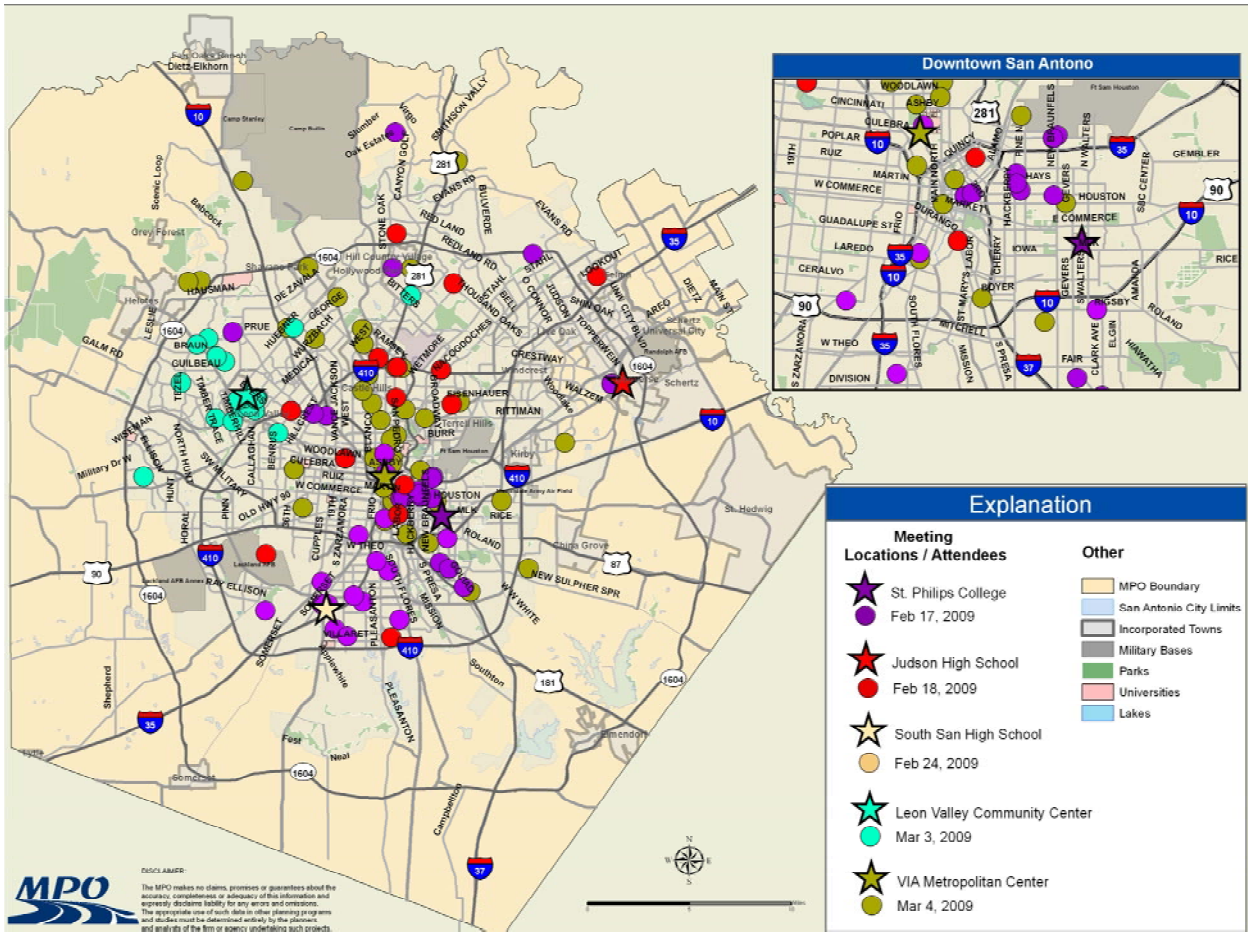
Other planning issues important to one or more groups include preserving the Edwards Aquifer, improving air quality, separating truck and car traffic, improving bicycle and pedestrian facilities, improving traffic and railroad crossing safety, preserving future road corridors and implementing mass transit improvements including light rail and commuter rail.

Phase III: Growth Scenario Workshops

Phase III of the outreach process consisted of a second set of public meetings to receive input on the three possible regional growth scenarios. About 200 people attended four identical "Mobility 2035" public meetings held from February 17 to March 4, 2009 at Judson High School, South San High School, Leon Valley Community Center, St. Philip's College and the VIA Metro Center as shown in Figure 3.2.

Figure 3.2 February - March 2009 Growth Scenario Meeting Locations and

Residential Addresses of Attendees



The 25-year forecast presented at these workshops estimated that San Antonio and Bexar County's population would increase by 600,000 growing to a total of 2.2 million people. This means about 1.6 million travelers would be driving 60 million miles per day on our road network greatly adding to current traffic congestion levels.

While recognizing that major governmental policy changes outside the MPO's authority will be needed to successfully manage regional growth, citizens needed to understand how growth affects our transportation system.

Since how and where we grow determines future transportation needs, our second series of Mobility 2035 public input meetings presented three potential growth scenarios for participants to consider:

- **Current Growth Trends** – the majority of new growth continues outside of Loop 1604.

- **Transit Oriented Development** – beyond year 2015, several high-capacity transit corridors are defined throughout the region and the majority of new, higher density growth is attracted to station locations in these corridors.

- **Infill Development** – by year 2020, new policies and incentives result in all new growth occurring inside Loop 1604

Figure 3.3 shows citizens evaluating the three growth scenarios during the second round of public meetings.

Figure 3.3 Growth Scenario Workshop: Breakout Groups and Scenario Analysis

A transportation demand model run using 2035 demographics (population, employment and land use types) on the 2015 road network resulted in the following potential impacts of different growth scenarios on our transportation system.

Table 3.1 Summary Statistics of the Three Proposed Development Scenarios

2035 Characteristics	Current Trends Development Scenario	Transit Oriented Development Scenario	Infill Development Scenario
People living inside IH 410	728,000	931,000	828,000
People living between IH 410 and Loop 1604	877,000	937,000	1,022,000
People living outside Loop 1604	617,000	354,000	372,000
Total Population	2,220,000	2,220,000	2,220,000
Hours of Delay	2,100,000	721,300	707,500
Productivity Loss	$24,000,000	$8,700,000	$8,600,000
Lane Mile Equivalents needed to eliminate congestion	1,800	1,600	1,400
Construction Cost	$4,600,000,000	$4,100,000,000	$3,600,000,000

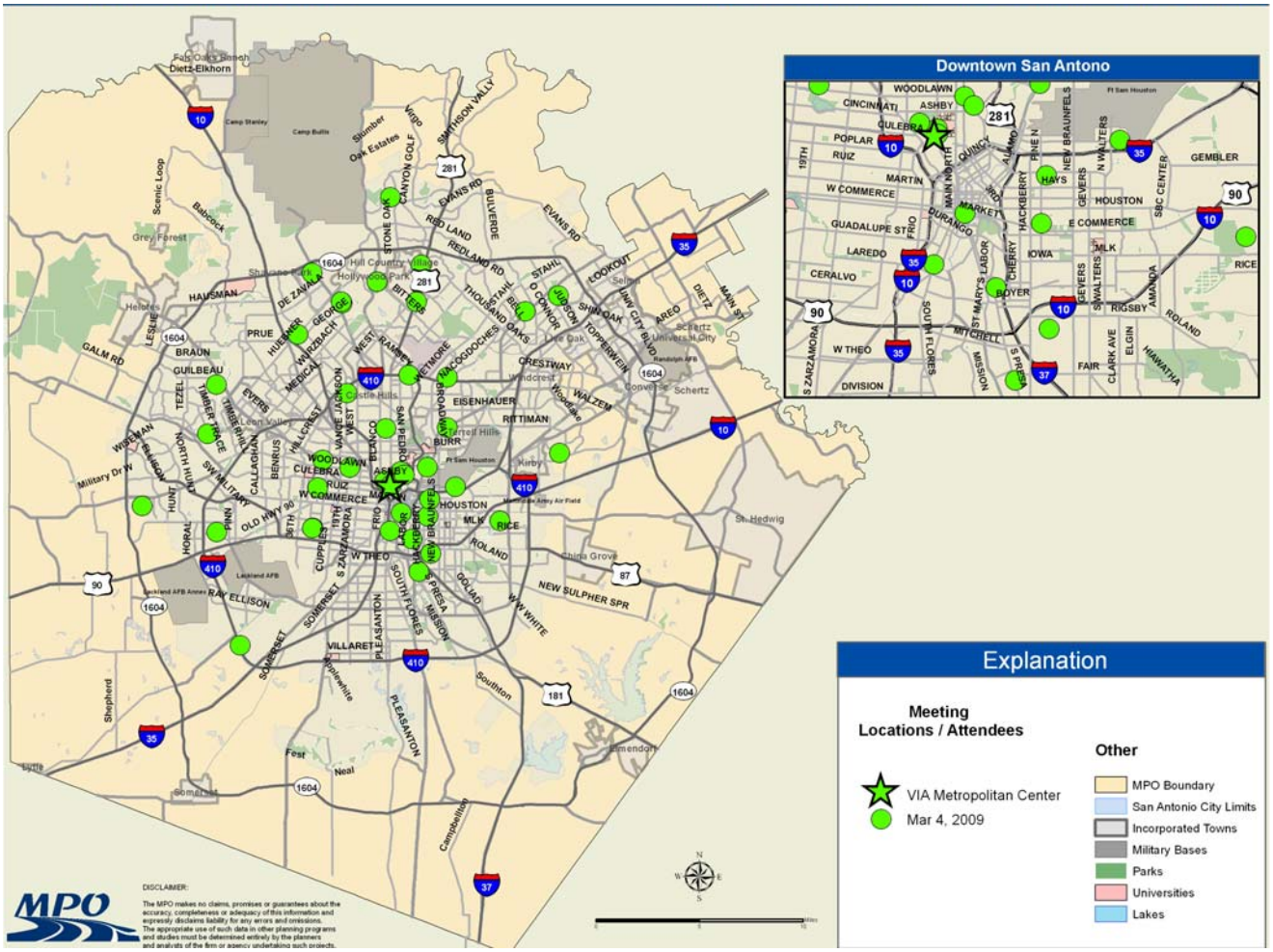
Most participants strongly agreed the Infill and Transit Oriented Development scenarios would be better from a transportation systems perspective than the Current Trends Development scenario.

The results of these meetings were provided to the MPO's Transportation Policy Board at their meeting on March 23, 2009 and they unanimously took action directing MPO staff to proceed with a combination of both the Transit Oriented and Infill Development scenarios.

Phase IV: Open House

The final, formal phase of public involvement for the Plan Update was held on Thursday, October 1, 2009 when the MPO hosted a day-long Open House event at the centrally located VIA Metro Center. Meeting attendees residential addresses are shown in Figure 3.5.

Figure 3.4 October 2009 Open House Location and Residential Addresses of Attendees



Doors were open to the public from 9:00 a.m. to 7:30 p.m. More than 100 citizens visited the Open House and viewed information and exhibits related to Mobility 2035. MPO and partner agency representatives staffed ten stations with displays and discussed information on future population and employment growth, growth scenarios, travel demand modeling results, environ-mental and freight issues, bicycle and pedestrian facilities, public outreach, congestion management, transit plans and roadway projects. Draft copies of the Plan chapters were available at each station for the participants to review and take with them. Additionally, a formal overview of the long range transportation plan update process

was presented on the hour 9:00 a.m. through 1:00 p.m. and again from 4:00 p.m. to 7:00 p.m.

As shown in Figures 3.6 and 3.7, participants could submit comments through the comment cards provided, through notes on flip charts or by writing on the maps and displays. Fifty comment cards were received from the public. The comment cards asked about the quality of the Open House itself and provided ample room for participants to offer feedback on the plan document, project list or any other aspect of the event. Not all participants completed the questions at the top of each form but the responses received are summarized in Table 3.2.

Figure 3.5 Providing Comments at the October 1, 2009 Open House Event

Figure 3.6 Reviewing Materials at the October 1, 2009 Open House Event

Table 3.2 Open House Comment Card Responses

Question	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable
The open house displays were informative.	**9**	**9**			
The process used to update the Metropolitan Transportation Plan (MTP) was clearly explained.	**8**	**8**			
The draft chapters were presented in an easy to understand manner.	**6**	**8**			
The location of the open house was convenient.	**8**	**8**			
All my questions regarding the draft MTP chapters were answered and/or addressed.	**8**	**8**			**1**

Note: Not every participant checked a box for each question above.

The actual citizen comments from the cards are provided below. They have been grouped by transportation mode as much as possible.

<u>Adopted Growth Pattern</u>

1. Thank you for shifting focus to infill and public transit oriented development – it is imperative that San Antonio do everything it can to slow down or stop development outside of 1604 to the north that is so dangerous to the Edwards Aquifer ecosystem. I hope that we see a change in mindset in the near future from San Antonio officials, planners, and residents. Thanks.

2. I thought it could stand a scenario for increased development per the Southside in the case of the infill scenario.

3. In an effort to restrict growth in outer regions of Bexar County and support MPO "infill scenario" it would be wise to remove outer limits of Boerne Stage Road from major thoroughfare plan. Boerne State Rd northbound is last green area of Old Spanish Trail in Bexar County. As we bring OST tourist to Bexar County we do not want them to have to drive to Kerrville to see green hills.

Public Transportation

4. The projected transit improvements were very informative and well presented.

5. Rapid mass transit is extremely necessary out 281 even as nothing has been done about congestion. Use of existing rail lines is a great idea to take people – they can carry bikes along for later use.

6. My main concern in attending the open house was to find out how VIA will be making changes on these new Progress improvements and whether old issues would finally be worked on before these changes take place for example – accessibility on and off these new light rails when put in place. Currently VIA operators still have problems, lining up the ramp in open area for ADA individuals. Too many times ramps are being deployed in front of obstacles such as VIA benches bus stop signs, VIA trash cans making it very difficult to exit the bus or to maneuver around these obstacles only for operators to re-deploy the ramp taking up time and causing passengers to vent out on ADA individuals who are not the ones deploying these ramps. So that is my concern in regards to the future ventures VIA is deciding to put in place yet still leaves one to wonder will old and existing problems ever be addressed?

7. Austin-San Antonio rail needs to follow old MKT line into San Antonio to serve BAMC at the Ft. Sam multimodal for 12,000 new BRAC personnel and on into Sunset Station, Ellis Alley, Thompson Center to recover our investment in those areas and bring promised TOD to eastside. Preferred ASA Rail route does not actually connect to terminals for air passengers shuttle from alternative option just a bit longer than airport than airport terminal shuttle from preferred UP route

Bicycle

8. There are bicycle safety issues associated with the bike lanes in the vicinity of Wurzbach and N. Military. Drivers are focused on traffic and are oblivious to bicycles.

9. Our family moved downtown specifically due to bike lanes and community activity around the parks

10. Please consider hike and bike lanes around the railroad tracks as well as along the river so that I could ride my bike to college safely – on street bike lanes are a good idea but the drivers in San Antonio still run over you if you are in or near the roadway – no matter how careful you are.

11. Bad bike lanes intersections. George Road at Lockhill Selma, Wurzbach Parkway at NW Military (NE)

Roadway

12. Goliad Road widening is very essential to the health of the community

13. Great presentations. Please consider the Pearsall Road expansion between 410 and 1604. This road has become very crowded and is the main route to SWISD High School.

Comments on Multiple Subjects

14. Wurzbach Parkway completion. Mailboxes in sidewalks. Cars and trash cans in bike lanes.

15. We need to change the sprall in development and work toward infill. Complete projects that are planned and started Wurzbach Parkway and BRT. Rail between downtown and Rim is not recommended. Build rail only where it will be used. Leadership should set the example in using buses, other mass transit. SA to Austin will be used by average citizens just those going to or from for business. Public process was good. Sidewalks next to curb are not safe or healthy. Bike lanes need to be included in all major street projects. Make sure bike lanes all connect not just end.

16. Require that new development have sidewalks, bike paths and arterial roads.

17. OST needs the Bexar County link of 3000 mile OST Hike and Bike Trail completed in FM 78 from east N&S Seguin Streets in Converse, Old Seguin Rd. out of Converse, RM 78 to Kirby, Old Seguin Rd in Kirby, Seguin Street 410 to Walters (crossing Salado Trails End), Seguin Street Walters to N. New Braunfels, N. New Braunfels south to Houston Street, Houston to Flores, N. Flores to Fredericksburg Road, Fredericksburg Road to Huebner, IH 10 to 1604, outside 1604 follow Leon Creek N and west along Boerne Stage Road to Boerne

18. I am glad to see focus on mass transit but wonder how long it will take to realize. Talk is cheap – action speaks louder than words. We need to see BRT and/or light rail, etc. really, finally happen. I like most of San Antonians, am adamantly opposed to toll roads, particularly privately run toll roads, as a solution to our transportation problems. Toll roads are unjust and environmentally destructive. They are also, when imposed on existing roadways, in violation of the letter and spirit of the Texas constitution. I hope the commuter rail system between San Antonio and Austin finally happens. It has been too long in the discussing – it has to be built. I also hope that citizen comments are taken seriously and acted upon. The MPO should have more elected officials on its board and fewer non-elected members.

19. I strongly oppose tolling, specifically on existing roads. We need mass transit instead of more roads to alleviate congestion. We need to work on building up – not out. Stop sprawl by not encouraging new developments to build without addressing traffic issues. I would like to see how prior plans compared to current forecasts.

20. Suggestions: Connectivity of bike lanes with high schools colleges, universities and libraries. Critical review of suggestions that will truly represent the desire of proposed impacted communities. Speculators, developers and others that do not live in certain areas and offer suggestions based on self interest can skew and offset truly needed existing needs. It is unfortunate that bus riders that use North General McMullen/Riveras/Thompson to reach clusters of schools get home at 5:30. Too tired to participate in these most important forums. Overall thanks for doing what you do.

21. Public transportation services paragraph number 3 not clear that the six hundred passenger shelters are VIA bus shelters. Somewhere in transportation needs and issues dedicated ROW or use of buses in HOV lanes could be included. If not included there possible somewhere else in PT service area. Where are the action steps for objectives of ped facilities? If developers didn't put them in and owners didn't maintain them city or county funds can't reach to that adequate construction or repair. Educate to "build" and "maintain". Objective 3.4 "barrier free" needs utility poles and junction boxes included. 4. Bike system walkable communities to development community!! Objective 1.2 Bike System into Ped System also Goal 2 needs a section encourage diverse types of trails; wilderness, paved, off and on road, race practices, etc. could roller blading skate parks, skate board facilities routes, etc. be added to either ped or bike sections?

22. Realtors to be educated to tell buyers MPO has chosen infill and TOD as preferred growth and may not be providing public or expanded transport to all areas of the city. Goal 1, Obj 1.2 Can a Congestion Management System strategy for management of SOV be county assessing MDPs to see they don't add more vehicle than capacity currents. Preserving neighborhood aesthetics could apply to historical nature of OST and NW Bexar County by removing Boerne State Road from major thoroughfare plan. Public transportation improvement section needs "roadway damage repair" added. Although concrete pads being added to bus stops buses are also disturbing roadway anywhere they stop and start such as at red lights. Environmental concerns – mitigative activities could tree canopy be added as a sensitive air cleaning tool? If these mitigation strategies not added to state, county and city land use plans implementation questionable open discussions to all get on this page. Last page of Environmental Concerns – greatest mitigation for all categories could occur if no transportation was provided to sensitive areas. Where the transportation goes development follows. Roadway system policies EXCELLENT! Especially developer participation and all available funding tools (yea toll roads!) let people who drive on road pay for it!!!! Financial info ALL AVAILABLE

FUNDING!! Good!!! Somewhere in goals and objectives planning for all economic changes would be a wise addition. Selected funding sources toll collection/user fees looks like “selling of bonds” limits funding to not allowing outside groups (private investors) fund, build and reap profits of toll roads. Gap funding – was public/private partnership included? Also build sooner before inflation causes overruns unfunded inclusion very important to long range planning guide for future

23. Project 3681.0 – Walters Street Entrance: The disingenuous design of the Walters ACP routes traffic into a congestive gauntlet from/to I 35 and the ACP. Frank Street and underpass can be used now for the most efficient I-35-ESH connection. Suburb-suburb trips: Loops 410 and 1604 along with freeway “spokes” to downtown using buses can move more people better – cheaper – faster than designs presented.

24. I like the way the tables were set out and how there was time to speak with each person. It was nice to have questions answered without having to sit through a presentation.

Conclusions

Participants throughout the planning process expressed a desire for more coordination between land use, economic development and transportation planning agencies. The Mobility 2035 plan reflects these desires as uses them as guiding principles for future transportation project development. The specific measures and planning priorities used throughout the process were directly based upon the community’s input expressed in the visioning workshops and through other outlets in the planning process. The feedback received from the public was used to determine the evaluation criteria for the plan and selecting the preferred growth scenario for the region, a combination of Infill and Transit Oriented Development (see Chapter 2).

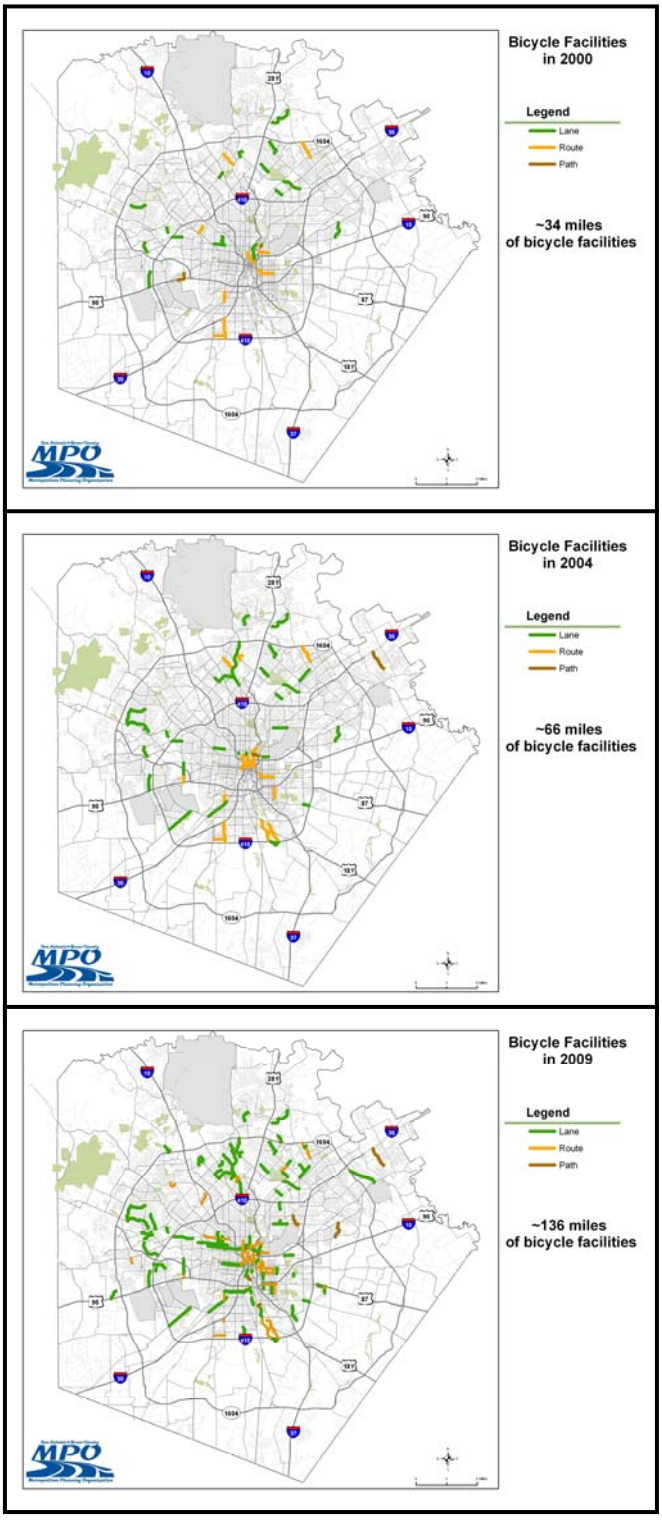
4. Bicycle System

Accomplishments Over the Past Five Years

In January 2005, the San Antonio-Bexar County MPO took a significant step in expanding its Bicycle/Pedestrian program with the hiring of a full time Bicycle/Pedestrian Planner. Shortly thereafter the City of San Antonio also hired a full time Bicycle/Pedestrian Coordinator. With the addition of these two positions the region's commitment to pedestrian and cyclists became more evident. The Regional Bicycle Master Plan has been adopted by the MPO, Bexar County, the City of San Antonio and the City of Helotes. The MPO has conducted three data collection efforts, resulting in the publication of Bicycle Route Suitability Maps in 2001, 2006 and 2009. The current map shows completed on-road and off-road bicycle facilities and the bicycle conditions for major roadways. The number of miles of on-road bicycle facilities has increased from 34 in 2000 to 136 in 2009. In addition, the City of San Antonio has implemented 16 miles of multi-use paths along the linear creekways.

To improve travel safety, MPO staff initiated a partnership with the City of San Antonio's Risk Management Division to educate motorists about "Sharing the Road" with bicyclists. MPO staff present a curriculum on bicycle safety in the City's defensive driving classes. To date, the curriculum has been presented in more than nineteen classes, reaching over 772 motorists. The San Antonio Express-News newspaper supports the safety aspect of the program by printing the MPO's monthly bicycle safety tips as a Public Service Announcement in the Metro Section.

Figure 4.1 Bicycle Facilities 2000, 2004 and 2009



The MPO's Bicycle Mobility Advisory Committee (BMAC) advises the Transportation Policy Board on issues relating to bicycling. BMAC membership includes representation from interested citizens, the Alamo Area Council of Governments; Bexar County; City of San Antonio Parks and Recreation Department, Planning and Development Services Department, and Office of Environmental Policy; Texas Department of Transportation, VIA Metropolitan Transit; Greater Bexar County Council of Cities, VIA Transit Police and City of San Antonio Bicycle Patrol, San Antonio Wheelmen, South Texas Off Road Mountain Bikers, Texas Bicycle Coalition, school districts, and a bicycle organization. BMAC meets monthly, and now holds three evening meetings each year (April, July and October). This gives cyclists a more convenient opportunity to provide input on specific concerns they have in the region. The participation at these meetings has grown from twenty attendees at the first meeting, to more recently, when close to one hundred people attended.

MPO staff created a "BMAC Friends" e-mail distribution list of over 200 individuals that keeps cyclists informed of local, state and federal bicycling issues. BMAC has sent out letters to local businesses encouraging them to include bike parking amenities at their locations for both employees and customers. In March 2009, the MPO Transportation Policy Board unanimously approved a "Complete Streets" resolution (see Chapter 5 Pedestrian System) and sent it to all governmental jurisdictions encouraging them to adopt similar resolutions supporting multi-modal travel in certain corridors.

The MPO has also expanded its Walkable Community Program (WCP) to now include four activities: Walkable Community Workshops, Safe Routes to Schools Workshops, safety classes for adults and children and bike rodeos. The WCP continues to be available to a wide variety of organizations and groups and now includes a written report available to elected officials, agencies and the community. The MPO was successful in receiving a federal grant, Steps to a Healthier San Antonio, in which the City of San Antonio was the primary grantee. With this grant the MPO has been able to encourage safe bicycle riding by purchasing and distributing 4,500 bicycle helmets over the past five years. With this grant funding, the MPO has also been able to develop and print both English and Spanish bicycle related brochures for distribution. At the end of 2009 the Steps to a Healthier San Antonio grant ended and the MPO was awarded a Texas Traffic Safety grant for $8500 from the Texas Department of Transportation Traffic Operations division to continue the bicycle helmet program.

To publicize its Walk & Roll Program, MPO staff created a Spanish language video describing the program, benefits of and the application process. The annual Walk & Roll program has added two activities: the Walk & Roll Corporate Challenge (throughout the month of June) and the Walk & Roll Individual Challenge (throughout the month of September). The MPO also conducted a pilot event, "Southtown Walk & Roll for Life", a day long event comprised of walking and riding events targeted to a specific neighborhood. MPO staff also participates in many community events to publicize the MPO, and, in particular, its bicycle and pedestrian efforts. These events include, but are not limited to, the annual Earth Day Celebration, Solar Fest, Live Green Fest, and Fresh Air Friday.

Background

With the increased concern for personal and environmental health in the last ten years, the number of cyclists in the region is growing. People who have moved from other areas and are accustomed to bicycle facilities routinely expect the same conveniences in our region and are vocal about their desires. Add to that the increased number of individuals who now use cycling as the primary means of transportation, the region has seen a substantial increase in the need for bicycle facilities. As an example, the bike racks on VIA Metropolitan Transit's buses are regularly full on most routes.

The Regional Bicycle Master Plan continues to be the primary document considered in planning for bicycle facilities in the region. Not all goals and objectives have been accomplished, but a number of them have been addressed. The goals continue to be important to the development of a successful bicycle system. The plan is designed to provide guidelines for the implementation of bicycle facilities throughout the region. The foundation of the plan is to include bicycle facilities on all functionally classified roads except where bicycles are specifically not allowed.

MPO Programs

Walk & Roll Program

The Walk & Roll Program is a regional effort that focuses on pedestrian and cycling during the month of May. The program encourages residents to experience walking, cycling, transit or car/vanpooling instead of driving in a single occupancy vehicle. It acknowledges active transportation as viable options that can improve the health of the individual as well as the environment. With support from the MPO transportation partners and the community the events average 700 participants each year.

Figure 4.2 Walk & Roll Fest and Rally 2009

Walkable Community Program

Figure 4.3 Walkable Community Workshop

The Walkable Community Program (WCP) is available to neighborhood associations, religious organizations, Parent Teacher Associations, or a group of active citizens who identify a need within a geographic boundary. The WCP is comprised of four components: Walkable Community Workshops and Safe Routes to School Workshops, safety classes for children, and adults, bicycle rodeos for school age children and bicycle helmet distribution to adults and children. The workshop reports are available on the MPO's website at www.sametroplan.org. These reports document the process used for each workshop and assist in identifying where the greatest transportation needs exist within the study area. Awareness of the potential improvements within the study area, safety, and providing the community with an opportunity for two-way communication with local agency staff are the primary goals of the program.

Vision, Goals and Objectives

Regional leaders are beginning to understand the importance of creating and maintaining a multi-modal transportation system. As funding becomes more and more limited and gas prices increase, prioritizing bike facilities over more expensive road improvements may demonstrate the saying, “build it and they will come”. To that end, the MPO has adopted the following vision statement for bicycling in the region:

San Antonio and Bexar County recognize bicycling as a clean, healthy and affordable form of transportation and recreation. A comprehensive on-road and off-road bicycle network will make our community a place where bicycling will be desirable for trips of all kinds by all segments of the population.

The following achievable goals and objectives support the adopted vision for a bicycle friendly community.

Goal 1 Institutionalize bicycling: recognize and incorporate bicycling as a significant and required element for all transportation, land use, and economic development planning.

Objective 1.1 Continue full time Bicycle Coordinator staff positions at the local governmental and transportation agencies.

Objective 1.2 Continue including bicycle facilities in the project design and review processes as well as during the review of subdivision and development plans.

Objective 1.3 Continue to coordinate bicycle planning with other communities and agencies.

Objective 1.4 Conduct periodic surveys of bicyclists in the region to determine bicycle travel patterns and other information useful in developing the local bicycle network.

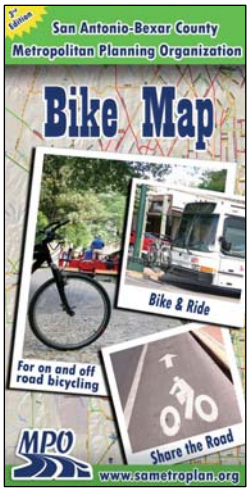
Objective 1.5 Continue to assist local agencies and community groups in developing neighborhood and corridor plans for safe bicycling.

Goal 2 Build the network to increase ridership: develop a comprehensive on-road and off-road bicycle network throughout the region

Objective 2.1 Promote uniform facility design and implementation throughout the region.

Objective 2.2 Plan and prioritize reasonably direct routes between activity centers.

Objective 2.3 Continue to maintain and improve the quality, quantity and operation of bike facilities.



Objective 2.4 Continue the development of a regional off-road system of creek-based linear parks.

Objective 2.5 Connect existing bicycle facilities and eliminate gaps in the region's current bicycle network.

Objective 2.6 Continue and enhance the database of all facilities and maintain a regional bicycle map.

Objective 2.7 Develop standards for bicycle parking in existing and new developments to include possible changes to local parking ordinances.

Objective 2.8 Continue to work with VIA Metropolitan Transit to further integrate bicycling with the transit system.

Goal 3 Find the funding: identify and secure local, state, federal, private and grant funding to expand and improve bicycle facilities and programs in the region.

Goal 4 Make bicycling safer through education and enforcement: develop a program to educate elected officials and the general public concerning the opportunities, benefits, and safety aspects of bicycling in the region.

Objective 4.1 Continue working with the Bicycle Mobility Advisory Committee and other organizations to create and promote

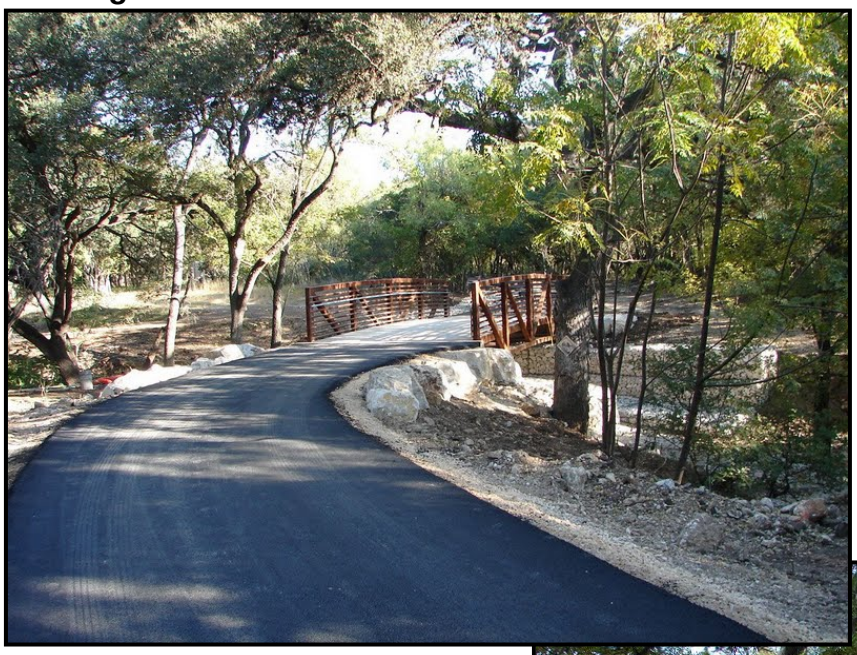
bicyclist and motorist safety and education outreach programs such as a “Share the Road” campaign.

Objective 4.2 Continue to improve bicycling safety through encouraging the enforcement of laws, rules and regulations.

Objective 4.3 Continue to provide information through the MPO’s website, Facebook page and BMAC Friends list.

Objective 4.4 Continue to use Walk & Roll and other outreach programs as opportunities for education and promotion of active transportation.

Figure 4.4 Salado Creek Multi-use Path



Photos courtesy of the City of San Antonio’s Office of Environmental Policy

Future Bicycle Facility System

As more individuals are finding ways to become healthier and conserve scarce resources the region is seeing an increase in the need for a comprehensive system of transportation that understands the needs of the cyclist. Figure 4.5 and Table 4.1 show currently unfunded bicycle projects supported by the MPO's Bicycle Mobility Advisory Committee. The focus of these projects is to produce a seamless, connected system of commuting within the region and at the same time support the recreational cyclist.

Figure 4.5 Unfunded Bicycle Projects

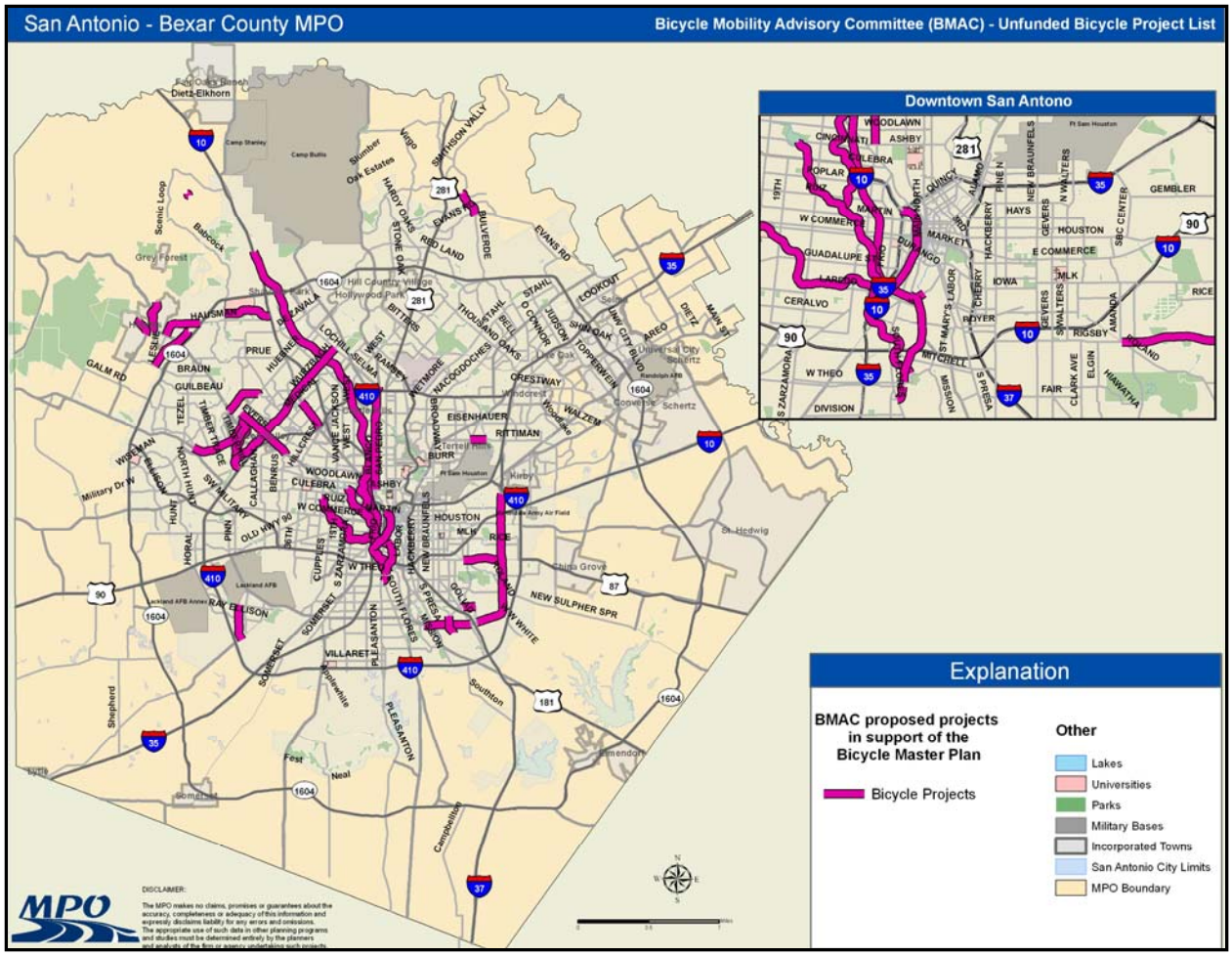


Table 4.1 Unfunded Bicycle Project List

Bicycle Mobility Advisory Committee proposed projects/on road bicycle lanes in support of the Bicycle Master Plan				
Street	**From**	**To**	**Ownership**	**Requested by:**
Blanco Alternative: streets yet to be identified	Lockhill-Selma	Ashby	CoSA	BMAC discussion
Bulverde	Evans	Marshall	Bexar County	BMAC discussion/bike facilities entire length
Eckhert Rd/FM 1517	SH 16	Huebner Road	TxDOT	Walkable Community Workshop
Evers Road	Callaghan	Huebner Road	CoSA/Leon Valley	Walkable Community Workshop
Fredericksburg Rd	Loop 410	Medical Drive	CoSA	BMAC discussion
FM 471/Grissom Rd	SH 16	FM 3487	TxDOT	Walkable Community Workshop
FM 1560	Loop 1604	SH 16	TxDOT	BMAC discussion/add shoulders or bike lane (4'-6')
Kyle Seale Parkway	FM 1560	Riggs Road	City of Helotes	Walkable Community Workshop
Loop 13	Loop 410	IH 37	TxDOT	BMAC discussion
Probandt/Alamo	San Antonio River	intersection with Main and S Alamo	CoSA	BMAC discussion
Probandt	S Flores	Malone	CoSA	BMAC discussion
Probandt	Theo	S Alamo	CoSA/TxDOT	BMAC discussion
Rittiman Road	Harry Wurzbach	Salado Creek	CoSA	BMAC discussion
US 87	Roland	Loop 13	TxDOT	BMAC discussion
Wurzbach Rdoad	Ingram	Lockhills-Selma	City of Leon Valley/CoSA	Walkable Community Workshop/BMAC discussion
Non infrastructure request	Upgrade to 3 bike racks on VIA Fleet			BMAC discussion
Non infrastructure request	bike locker pilot program at 10 VIA locations and 10 CoSA locations			BMAC discussion
Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee proposed projects: off road joint use paths				
Street	**From**	**To**	**Ownership**	**Requested by:**
Helotes Linear Joint Use Path	Helotes Ranch Acres	Parrigin Playground	City of Helotes	Walkable Community Workshop
Lackland Spur Abandoned railway for Linear Joint Use Path	Medina Base Road	MCAuillf Middle Schoo	CoSA	Walkable Community Workshop/safe route to school and would keep ped/cyclists off all roads in the area
Leon Valley Linear Joint Use Path	Raymond Rimkus Park	Crystal Hills Park	City of Leon Valley	Walkable Community Workshop/Bandera Road Alternative
S.E. Military Off Road Joint Use Sidewalk	Mission Pky	Goliad Rd	TxDOT	BMAC discussion/S.E. Military alternate/supports VIA/Connects to Mission Trail
Brooks City Base Linear Joint Use Path	S New Braunfels	City Base Landing (Brooks City Base)	Brooks City Base	BMAC discussion/Mission Trail Connection
Linear Joint use path along UTSA Blvd/Spur 53	Babcock	IH10	CoSA/TxDOT	BMAC discussion
Kerrville Abandoned railway for Linear Joint Use Path	Raymond Russell Park	Probandt	TxDOT	BMAC discussion/Citizen suggestion at BMAC night meeting/IH10 alternative from 1604 to downtown SA
Linear Joint Use Path along Helotes Creek	FM 1560	Old Town City Center	City of Helotes	Walkable Community Workshop/FM 1560 Alternative
San Pedro Creek Linear Joint Use Path	Tunnel at Quincy	San Antonio River	CoSA	PMAC discussion/S. Flores alternate
Martinez Creek Linear Joint Use Path	Hildebrand	Alazan Creek	CoSA	BMAC discussion/IH 10 alternative
Apache Creek Linear Joint Use Path	General McMullen	Alazan Creek	CoSA	BMAC discussion/Guadalupe/Buena Vista/Zarzamora alternate
Alazan Creek Linear Joint Use Path	Woodlawn Lake	Apache Creek	CoSA	BMAC discussion/Culebra/Zarzamora alternate
CPS Easement Linear Joint Use Path	Near location of Bandera Rd and Loop 1604		CoSA,CPS, Private Individuals	Citizen input at Bike Night/Walkable Community Program Application
Non-Functionally Classified Projects (will require other than federal funding)				
Circle A Trail	Rafter Road	Scenic Loop Road	City of Helotes	Walkable Community Workshop
El Verde	entire length		City of Leon Valley	Walkable Community Workshop
Iron Horse Way	entire length		City of Helotes	Walkable Community Workshop
Palfrey	Pickwell	Dollarhide	CoSA	BMAC discussion

CoSA = City of San Antonio **TxDOT = Texas Department of Transportation**

5. Pedestrian System

Accomplishments Over the Past Five Years

In January 2005, the San Antonio-Bexar County MPO expanded its Bicycle/ Pedestrian program with the addition of a full time Bicycle/Pedestrian Planner and shortly thereafter the City of San Antonio appointed a full time Bicycle/Pedestrian Coordinator. These two positions strengthened the region's commitment to pedestrian issues.

Also, the MPO expanded its Walkable Community Program (WCP) to include four activities: Walkable Community Workshops, Safe Routes to Schools Workshops, safety classes for adults and children, and bike rodeos. The WCP continues to be available to a wide variety of organizations and written reports are sent to elected officials, agencies and participants and are available on the MPO's website.

The annual Walk & Roll program has added two activities: the Walk & Roll Corporate Challenge (throughout the month of June) and the Walk & Roll Individual Challenge (throughout the month of September). The MPO also conducted a pilot event, "Southtown Walk & Roll for Life", a day long event comprised of walking and riding events targeted to a specific neighborhood. MPO staff also participates in many community events to publicize the MPO, and, in particular, its bicycle and pedestrian efforts. These events include, but are not limited to, the annual Earth Day Celebration, Solar Fest, Live Green Fest, and Fresh Air Friday. The MPO was successful in receiving a federal grant, Steps to a Healthier San Antonio, to assist with funding many public outreach activities.

The MPO's Pedestrian Mobility Advisory Committee (PMAC) advises the Transportation Policy Board (TPB) on pedestrian mobility issues. PMAC membership includes representation from interested citizens, the Alamo Area Council of Governments; Bexar County; Bexar ADA Council, City of San Antonio Disability Office, Parks and Recreation Department, Planning and Development Services Department, and Office of Environmental Policy; San Antonio Utility Coordination Committee, Texas Department of Transportation, VIA Metropolitan Transit; Greater Bexar County Council of Cities, school districts, and a walking organization.

In March 2009, the TPB unanimously approved a "Complete Streets" resolution (Figure 5.1) introduced by PMAC. The TPB sent a copy of the resolution to all governmental jurisdictions encouraging them to adopt similar resolutions supporting multi-modal travel. In addition, the City of San Antonio constructed 16 miles of multi-use paths along the linear creekways. The San Antonio Express-News newspaper supports the safety aspect of the program by printing the MPO's monthly pedestrian safety tips as a Public Service Announcement in the Metro Section.

Figure 5.1 Complete Streets Resolution adopted by the Transportation Policy Board

MPO
Metropolitan Planning Organization

A Resolution Supporting a "Complete Streets" Policy

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers (of all ages) and is conducive to efficient movement of people; and

WHEREAS, "Complete Streets" policies support the San Antonio-Bexar County Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan mission statement which states "The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations"; and

WHEREAS, "Complete Streets" policies support the goals of the MPO's adopted Regional Bicycle Master Plan; and

WHEREAS, "Complete Streets" policies support the MPO's Walkable Community Program, the Walk and Roll Program; and

WHEREAS, "Complete Streets" supports national and local public health efforts by recognizing the linkages between the built environment and human health and calls on public officials to participate in local and regional land use and transportation support planning and policy making processes; and

WHEREAS, "Complete Streets" may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time; and

WHEREAS, "Complete Streets" policies and plans have been adopted by the United States Department of Transportation, other Texas MPOs including Capital Area Metropolitan Planning Organization and Houston-Galveston Area Council and cities including San Francisco, Sacramento, San Diego, Boulder, Chicago, Seattle and Portland.

NOW, THEREFORE BE IT RESOLVED that the San Antonio-Bexar County Metropolitan Planning Organization's Transportation Policy Board, in order to ensure all transportation options are available, and to improve air quality and the quality of life for residents in our communities, strongly encourages decision makers in all jurisdictions to adopt and implement similar "Complete Streets" policies and practices that:

- Serve as guiding principles to design, construct, operate and maintain the region's roadway system to promote safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all abilities, as well as motor vehicle drivers and freight;
- Create a comprehensive, integrated, connected transportation network planned for people and the principles be incorporated into existing policies such as the Regional Bicycle Master Plan;
- Incorporate the "Complete Streets" policy except in unusual or extraordinary circumstances;
- To the extent possible, apply policies to both new and retrofit projects,
- Recognize the need for flexibility and identify "Complete Streets" solutions that fit in with the context of the community;

PASSED AND APPROVED this 23rd day of March 2009.

Sheila McNeil, Chair
San Antonio-Bexar County Metropolitan Planning Organization

Background

Walking is a viable, active, alternative mode of transportation. Nearly every trip starts and ends with walking, including trips that involve the use of an automobile. A comprehensive approach to planning transportation facilities must identify pedestrian needs. An inclusive approach ensures the needs of all potential users are addressed, including people with disabilities.

Alternative transportation systems can enrich the livability of a community and reduce congestion, improve mobility, as well as improve the overall quality of life for residents. Pedestrian travel does not stop where the sidewalk ends, as seen by the worn pathways throughout the study area, especially along transit routes. Poor street connectivity and low-density development patterns create longer, indirect distances between destinations, making it difficult to conveniently be accessed by walking.

In general, the regional land use patterns and lack of pedestrian facilities and amenities create conditions that are uninviting to pedestrians. Wide streets with narrow sidewalks, the absence of trees or building awnings for shade, and deep building setbacks, are all designed to the scale of the automobile, not the pedestrian. Auto-oriented frontage-road development, in which storefronts are separated from the street by vast, non-shaded parking lots are not ideal pedestrian environments. A non-existent or unsafe pedestrian system is a barrier to walking. Other barriers to walking include lack of a street grid system, gated communities, cul-de-sacs, and schools and public buildings built on major roadways.

Narrow streets with wide sidewalks, pedestrian islands or medians, buildings close to the street with shade, and parking areas behind buildings, provide safer environments and are incentives for pedestrian use. A 2005 MPO study estimated the cost of fixing substandard and constructing missing sidewalks in the region to be approximately three billion dollars.

MPO Programs

Walk & Roll Program

The Walk & Roll Program is a regional effort to focus on pedestrian and cycling issues during the month of May and throughout the air quality ozone season. The program encourages walking, cycling, transit or car/vanpooling instead of driving alone. It identifies active transportation as viable options that can be chosen to improve the health of the individual as well as the environment. May 2009 marked the thirteenth anniversary of the Walk & Roll program. With the support of the partner agencies, the

Walk & Roll events host hundreds of participants. These events also provide an opportunity to partner with the community and businesses throughout the region. Both the Rally and Fest are celebrations of the benefits of active transportation.

The Walk & Roll Corporate Challenge and the Walk & Roll Independent Challenge focus on the benefits to air quality when people leave their single occupancy vehicles and use active transportation. Individuals and employers are encouraged to actively participate in the challenges through use of other modes of transportation.

Figure 5.2 Walk & Roll Fest 2009, River North

Photos courtesy of the City of San Antonio's Office of Environmental Policy.

Walkable Community Program

The Walkable Community Program (WCP) is available to neighborhood associations, religious organizations, Parent Teacher Associations, or a group of active citizens who identify a need within a geographic boundary. Components of the Program are public workshops, safety classes, bicycle helmet distribution and bicycle rodeos. The MPO intends to continue the program and perhaps expand it. The reports documenting individual Walkable Community Workshops and Safe Routes to School Workshops are available on the MPO's website at www.sametroplan.org. These reports are also provided to TPB members, elected officials and partner agency staff to assist in identifying where the greatest transportation needs exist within the study area. Awareness of the potential improvements within the study area, safety, and providing the community with an opportunity for two-way communication with local agency staff are the primary goals of the program.

Pedestrian Facility Goals for the Region

The following goals and objectives support comprehensive, coordinated and continuous regional planning for pedestrian facilities:

Goal 1 Develop a regional pedestrian system

- **Objective 1.1** Promote land use that encourages pedestrian travel
- **Objective 1.2** Complete sidewalk gaps and replace substandard or deteriorated sidewalks
- **Objective 1.3** Promote sidewalk continuity and connectivity within and between neighborhoods and activity centers
- **Objective 1.4** Foster partnerships and coordination with activity centers to provide dedicated, safe pedestrian ways
- **Objective 1.5** Extend pedestrian facilities to serve all transit stops and all transfer facilities

Goal 2 Provide a safe pedestrian system.

- **Objective 2.1** Construct sidewalks and pathways at safe distances from vehicular traffic
- **Objective 2.2** Improve existing facilities to enhance safety
- **Objective 2.3** Promote pedestrian confidence by adding security features such as lighting and low level landscaping
- **Objective 2.4** Provide safe and accessible crosswalks, particularly in areas with high volumes of pedestrian traffic, such as schools, downtown, the medical center area, and within ¼ mile of all transit stops
- **Objective 2.5** Ensure safe pedestrian crossings over railroad tracks by providing accessible, well designed and constructed walkways with adequate warning systems

Goal 3 Employ accessible, barrier-free, state-of-the-art design

Objective 3.1 Acquire sufficient right of way clear of utility conflict

Objective 3.2 Blend pedestrian facility design with area type and natural environment

Objective 3.3 Provide for landscaping and aesthetics as part of the overall facility design

Objective 3.4 Strive for barrier free sidewalks, eliminating mailboxes, utility poles, junction boxes, overhanging trees and vehicle parking that limits access

Goal 4 Engage the public in the transportation planning process.

Objective 4.1 Continue the Walkable Community Program, Walk & Roll Program and other outreach programs

Objective 4.2 Increase use of website and develop publications and other outreach materials

Goal 5 Identify and efficiently use available funding

Objective 5.1 Identify funding for stand alone pedestrian facilities

Objective 5.2 Encourage local governments to adopt preventive maintenance programs to extend the life of pedestrian facilities

Objective 5.3 Explore public-private partnerships to fund new and replacement pedestrian facilities

Future Pedestrian System

The MPO recognizes the importance of a balance among all transportation modes, the relationship between transportation and land use, and that economic and community development is sustained by the region's quality of life. At this time the need for pedestrian facilities is still great. The region has achieved a great deal in the last five years, especially in the way of identifying needs and planning for improvements. Funding continues to be a barrier to a complete pedestrian system. A successful pedestrian transportation system depends on the regional partners' ability to work together to enhance the pedestrian environment. Expanding on the "Complete Streets"

concept and developing policies and programs that support walkable communities is a key step for the future.

As more individuals are finding ways to become healthier and conserve scarce resources the region is seeing an increase in the need for a comprehensive system of transportation that includes the pedestrian Figure 5.3 and Table 5.1 show currently unfunded sidewalk projects supported by the MPO's Pedestrian Mobility Advisory Committee. These projects, if funded, would expand the current pedestrian system and improve connectivity and safety throughout the region.

Figure 5.3 Unfunded Sidewalk Projects

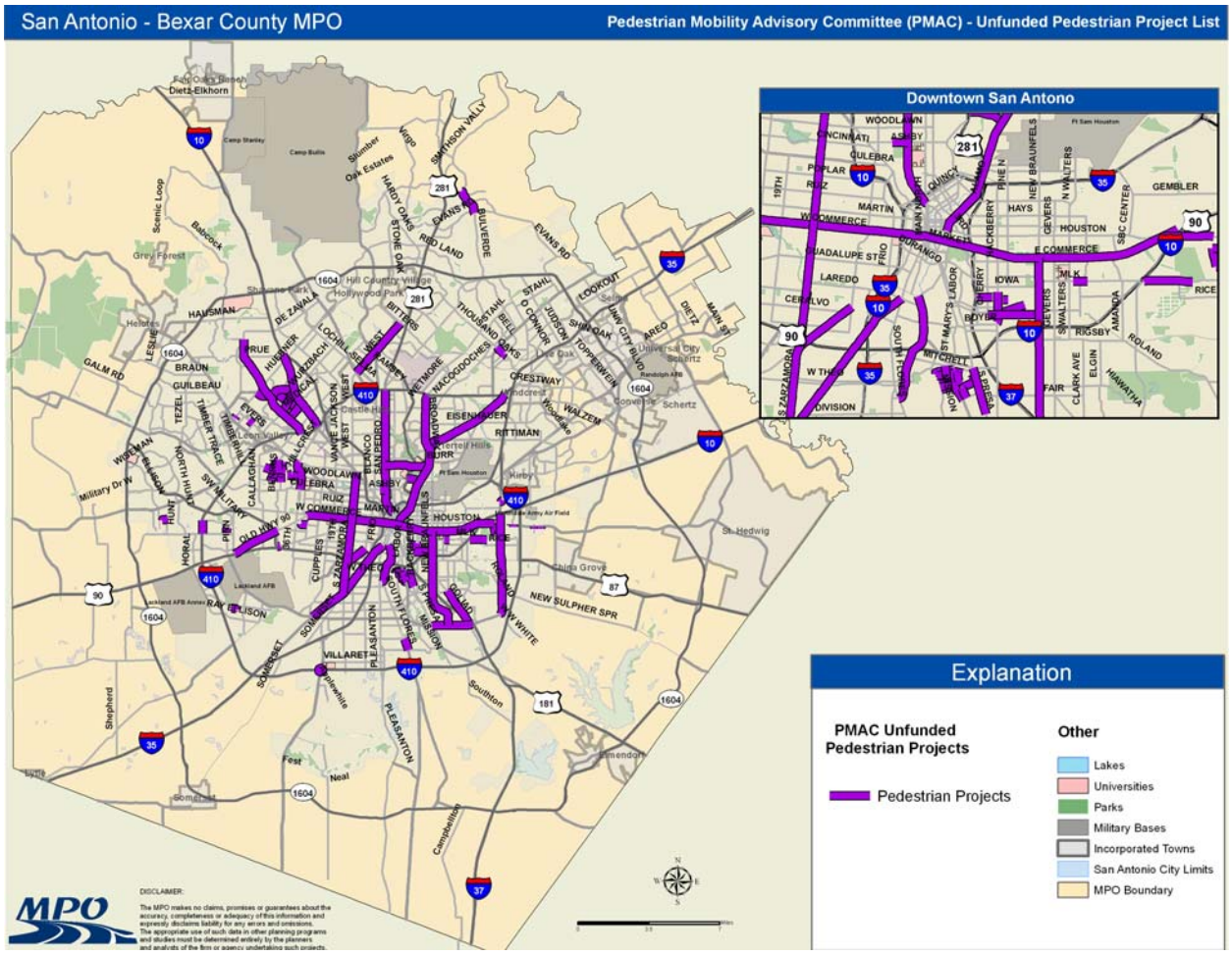


Table 5.1 Unfunded Pedestrian Project List

Street Name	From	To	Owner	Requested By
Austin Hwy	Broadway intersection	Loop 410	TxDOT	PMAC discussion
Babcock Rd	DeZavala	Loop 410	CoSA	PMAC discussion
Babcock Rd	Overlook	Pedestrian bridge for children	CoSA	Walkable Community Workshop
Bowie Street	Bonhan	Houston Street	CoSA	PMAC Discussion
Fredericksburg Road	IH 10	Loop 410	CoSA	PMAC Discussion/Bus Rapid Transit
Ingram (fill gaps)	Darwin	Broadview	CoSA	Walkable Community Workshop
New Braunfels Ave	Commerce Street	Military Drive	CoSA	PMAC discussion
Nogalitos	Downtown	Military Drive	TxDOT	PMAC discussion
San Pedro Ave	Ave Marie	Nova Mae	CoSA	VIA Request
Wurzbach	Babcock Road	Fredericksburg Road	CoSA	PMAC discussion
WW White (Loop 13)	Military Drive	IH 10	TxDOT	PMAC discussion
Commerce St	Old Hwy 90	New Braunfels Ave	CoSA	PMAC discussion
Commerce St	Union Pacific tracks	Kraft	CoSA	VIA Request
Martin Luther King	Freedom Bridge	IH 10	CoSA	PMAC discussion
Moursund Rd	Loop 410 underpass		TxDOT	PMAC discussion
Presa	Steves	Llano	CoSA	Walkable Community Workshop
S Flores	Formosa	Ashley	CoSA	VIA Request
Zarzamora	Saltillo	Merida	CoSA	VIA Request (gaps)
Ashby	San Pedro	N Flores	CoSA	VIA Request
Broadway	Downtown	Loop 410	CoSA/Alamo Hts	PMAC discussion
Goliad Rd	Southcross	Military Dr	CoSA	PMAC discussion
Hackberry (fill gaps)	Virginia	Westfall	CoSA	Walkable Community Workshop
Hamilton Wolfe	Oakdell Way	Fredericksburg	CoSA	PMAC discussion
Hildebrand	San Pedro	Broadway	COSA	PMAC discussion
Houston	Commerce St	Eastwood	CoSA	VIA Request
Louis Pasteur	Babcock	Fredericksburg Road	CoSA	PMAC discussion
Martin Luther King	Poppy	Lacey	CoSA	VIA Request
Roosevelt	Kirkpatrick	Eads	CoSA	Walkable Community Workshop
Thousand Oaks	Nacogdoches	El Sendero	CoSA	VIA Requests (gaps)
W Military Drive	Woodgate Drive	Timbercreek Drive	CoSA	Walkable Community Workshop

Street Name	From	To	Owner	Requested By
Zarzamora	Kirk	Linares	CoSA	VIA Request (gaps)
Castroville	Acme	41st Street	CoSA	VIA Request
Commerce St	Coca Cola	just west of Houston Street	CoSA	VIA Request
Floyd Curl Dr	Louis Pasteur	Hamilton Wolfe	CoSA	PMAC discussion
Gembler	Entire length		CoSA	PMAC discussion
Huebner	in front of Leon Valley Elementary School		City of Leon Valley	Walkable Community Workshop
Josephine	Austin	US 281 Access Road	CoSA	VIA Request
Military Dr (Loop 13)	IH 37	S. Presa	TxDOT	PMAC discussion
Mulberry St	US 281	Broadway	CoSA	PMAC discussion
New Braunfels	Hot Wells	SE Military Drive	CoSA	VIA Request
Old Hwy 90	San Felipe	San Joaquin	CoSA	VIA Request
Old Hwy 90	Suzette	Acme	CoSA	VIA Request
San Pedro	Downtown	Loop 410	CoSA	PMAC discussion
Zarzamora	French Place	Cincinnati	CoSA	VIA Request (gaps)
Zarzamora	Nogalitos	Fredericksburg Road	CoSA	PMAC discussion
Benrus	Ridge Drive	Blessing Street	CoSA	Walkable Community Workshop
Bulverde Rd	Evans	Marshall	Bexar County	PMAC discussion/sidewalks entire length
Commerce St	New Braunfels	IH 10	CoSA	PMAC discussion
Eckert	Huebner	Babcock	CoSA	PMAC discussion
Frio City Road	Brazos	Zarzamora	CoSA	VIA Request
SH 16	Loop 410		TxDOT	PMAC discussion
Probandt	S Flores	S Alamo	CoSA	PMAC discussion
SW Loop 410 Access Rd	Marbach	Timbercreek Drive	TxDOT	Walkable Community Workshop
West Ave	Military Drive	Bitters Rd	CoSA	PMAC discussion
Zarzamora	Woodlawn	French Place	CoSA	VIA Request/fill gaps
Aransas	Palmetto	Denver	CoSA	Walkable Community Workshop
Evers Rd	Forest Meadow	Forest Way	City of Leon Valley	Walkable Community Workshop
N St. Mary's	Tuleta	Commerce	CoSA	PMAC discussion or VIA Request
NW 36th Street	Culebra	Bandera Road	CoSA	PMAC discussion
Stardust	Ingram	Ebony	CoSA	Walkable Community Workshop
El Sendero	Thousand Oaks	Las Cruces	CoSA	VIA Request
Lynhaven	E. Houston Street	320' South of Houston	CoSA	VIA Request

6. Public Transportation Services

Accomplishments Over the Past Five Years

The San Antonio-Bexar County Metropolitan Planning Organization's (MPO) "Mobility 2030" outlined both a financially constrained and an unconstrained option for an improved public transportation system. The constrained option used expected funding levels, while the unconstrained option planned for a modern transit system that included a Bus Rapid Transit (BRT) mode in high ridership corridors throughout VIA Metropolitan Transit's service area.

On November 2, 2004, the voters of San Antonio approved the creation of an Advanced Transportation District (ATD) for mobility enhancement and advanced transportation. The ATD authorized a sales and use tax of one-fourth of one percent (0.25%) to be allocated in the following percentages: 50% to VIA, 25% to the Texas Department of Transportation (TxDOT) and 25% to the City of San Antonio. Since the ATD creation, the funds have been used for transportation services and operations; transportation amenities, equipment, and construction; improvements to streets and sidewalks; and, as the local share for state and federal grants for ATD-related capital projects, such as improving highways and other transportation infrastructure.

In the past five years, VIA Metropolitan Transit has installed over 600 new passenger shelters. Construction and installation of 'Super Stop' passenger shelters, which is an enhanced shelter with a footprint of approximately 20'-25' deep and 40'-45' wide, continues. Super Stops offer improved signage, route information, lighting, system maps, bicycle racks and lockers (when space allows), and additional patron seating.

New routes (#620 – Northwest Vista College/Ingram and #660 – Northwest Vista College/University Park & Ride), were implemented to serve the North and Northwest service area. An express route (#6 – U.S. 281 Express) was implemented to serve the highly congested U.S. 281 @ Loop 1604 interchange area, with a connection to downtown San Antonio.

The Frank Madla South Central Transit Center was constructed to serve San Antonio's southern sector. From this station, an express route (#48 – I.H. 35 South Express) was implemented to offer express service from the Frank Madla Center to downtown San Antonio. In addition, a new transfer center is being constructed at the southeast corner of San Pedro and Loop 410. This transfer facility will serve a rapidly growing portion of the community and is located near major shopping and employment centers.

VIA is actively working to plan and implement Bus Rapid Transit (BRT) in the Fredericksburg Road corridor. This almost 10-mile corridor provides a connection between the South Texas Medical Center and downtown San Antonio, linking the region's two largest employment centers. This BRT project, which includes eight intermediate stations and transit centers at the terminal locations, is intended as an initial step in the development of a system of high capacity transit corridors.

In the last few years, regional leaders have shown an increasing interest in addressing high capacity transit for the San Antonio area. With the support of the MPO, VIA is evaluating potential high capacity corridors and additional transit solutions through its "SmartWay SA" initiative, which addresses transit at a regional level. VIA have two planning efforts currently underway: the Long Range Comprehensive Transportation Plan, and at a focused level, the Intercity Circulator Streetcar Study.

Existing Public Transportation Providers

Two public transportation providers serve the San Antonio-Bexar County MPO study area: VIA Metropolitan Transit and the Alamo Regional Transit System. The Austin - San Antonio Intermunicipal Commuter Rail District is another existing public transportation entity, but it does not yet operate service.

Alamo Regional Transit

Alamo Regional Transit (ART), a rural transit district, is operated through the Alamo Area Council of Governments Rural Public Transportation program. ART provides public transportation services in Atascosa, Bandera, Comal, Frio, Gillespie, Karnes, Kendall, Kerr, Medina and Wilson counties. The transportation service is designed for the general public, on a demand-response basis. More information can be found at: http://www.aacog.com/ART/default.asp.

Austin-San Antonio Intermunicipal Rail District (Lone Star Rail District)

In 1997, to address regional transportation challenges and encourage economic development, the Texas Legislature authorized the creation of the non-profit entity, the Austin-San Antonio Intermunicipal Commuter Rail District, (now known as the Lone Star Rail District) for the purpose of developing commuter rail passenger service in the 110 mile corridor between Georgetown and San Antonio. The District was created in 2002 and held its first meeting in February 2003. It is governed by a 20-member Board consisting of city and county elected officials, business representatives appointed by cities, metropolitan and rural transit providers in the corridor, representatives appointed by the Texas Department of Transportation, and representatives of the Austin and San Antonio MPOs.

The proposed passenger rail system is expected to reduce congestion on IH 35, improve freight mobility between Laredo and Dallas, and spur economic development in the corridor. The District has determined that regional passenger rail is technically and financially feasible, and is in the process of securing funding. Once funding has been identified, the District will begin right-of-way acquisition and construction. The proposed timeframe for passenger rail service to begin is 2012. Passenger rail service would operate from Georgetown to San Antonio with additional stations in Austin, Round Rock, Buda/Kyle, San Marcos, and New Braunfels. More information can be found at: www.lonestarrail.org.

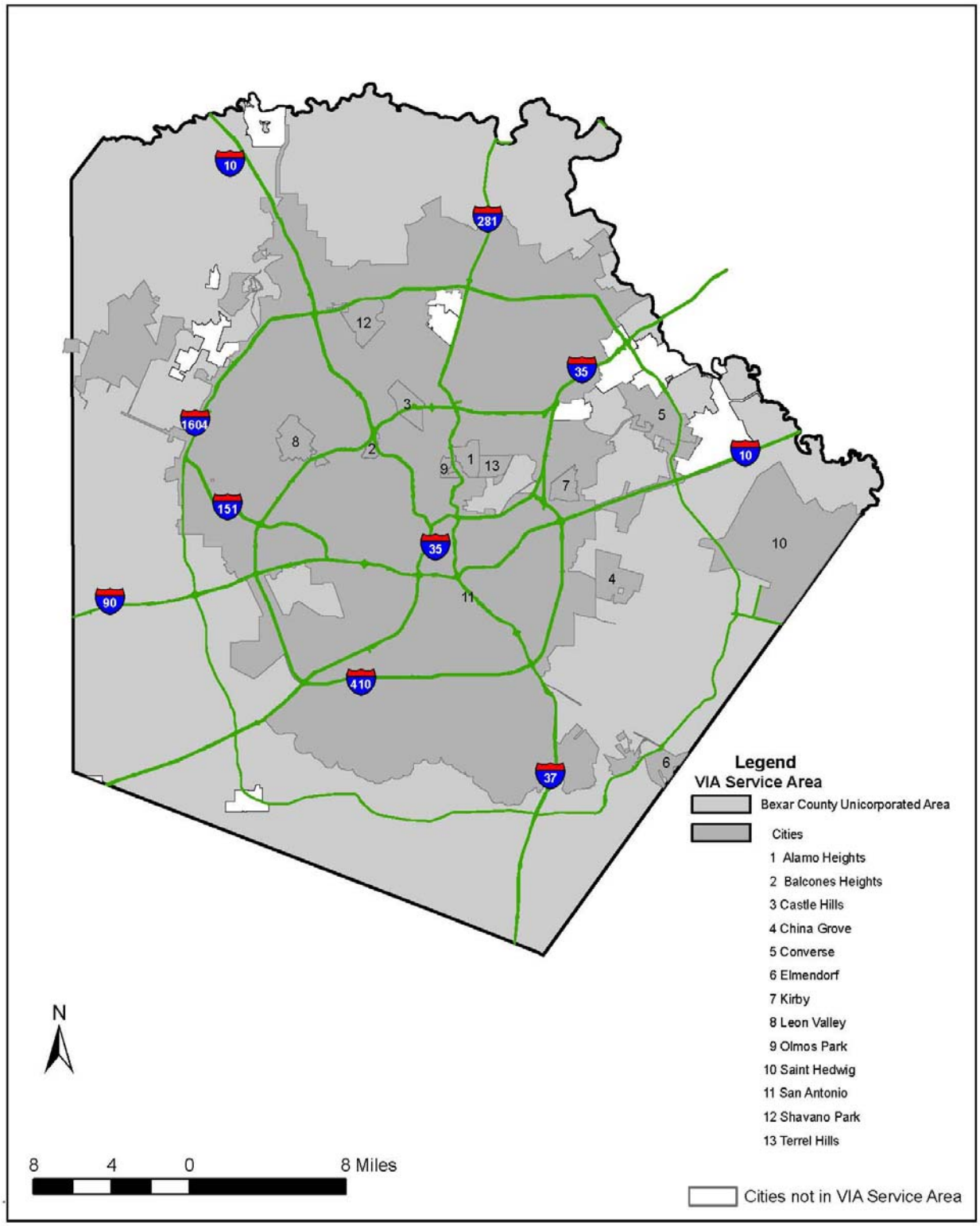
VIA Metropolitan Transit

VIA Metropolitan Transit (VIA) is a political subdivision of the State of Texas, authorized by state enabling legislation, to receive locally-generated sales tax income at a rate not to exceed one percent (1%) and subject to approval by voters within the VIA service area. VIA currently collects sales tax revenue at a five eighths percent (0.625%) rate. VIA is also supported by fare box revenue (with an approximate 14% recovery rate), Federal Transit Administration (FTA) funding, advertising revenue, and interest income.

VIA is governed by an eleven member Board of Trustees, five of whom are appointed by the City of San Antonio, three by Bexar County and two by the Greater Bexar County Council of Cities. These ten appointed trustees elect an eleventh trustee to serve as Board Chair. More information on VIA can be found at www.viainfo.net.

The VIA service area, depicted in Figure 6.1, is 1,213 square miles and represents 97% of the Bexar County area. It currently includes the City of San Antonio, the unincorporated areas of Bexar County, and 13 suburban cities - Alamo Heights, Balcones Heights, Castle Hills, China Grove, Converse, Elmendorf, Kirby, Leon Valley, Olmos Park, Shavano Park, St. Hedwig, and Terrell Hills. While the unincorporated cities may be labeled as ‘suburban,’ many of them are now entirely encircled by the City of San Antonio. Despite their integrated geography, suburban cities may vote to exclude themselves from the VIA service area. Currently, cities that are either entirely or partially located within Bexar County, but which are not part of the VIA service area, include Cibolo, Fair Oaks Ranch, Grey Forest, Helotes, Hill Country Village, Hollywood Park, Live Oak, Lytle, Somerset, Universal City, Von Ormy and Windcrest.

Figure 6.1 VIA Metropolitan Transit Service Area



The Importance of Public Transportation

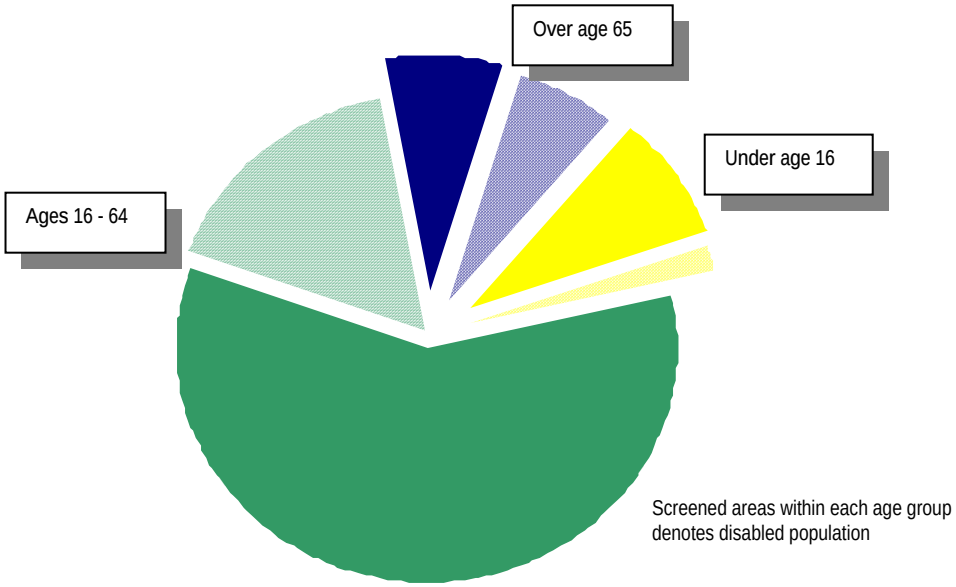
Public transportation benefits all persons who live, work, or travel in the service area, whether or not they use it. Public transportation plays an important role in the regional transportation system and hence, the regional economy. The additional automobile volume and congestion that the area would experience without transit, would cause an increase in on-road air emissions, resulting in deteriorated air quality for the entire region. Beyond these indirect benefits, public transportation provides a direct benefit to those who use it, by allowing an alternative to the cost and issues associated with driving, congestion, and parking for the 'choice riders' that have transportation options.

According to the 2000 Census, 9.4% of households in Bexar County do not own an automobile and must rely on another form of transportation. More recently, the VIA Summer 2009 *Satisfaction Survey* reflected that 57.4% of riders are in households without a working automobile.

The Census also reflects that 16% of the Bexar County population is below the poverty level and that 3.7% of all Bexar County households receive public assistance. Two VIA surveys found that 34% of bus riders have an annual household income of less than $10,000 (*Who is the Rider Survey, and Origin and Destination Survey*, 2005). Taking into account household size obtained through these surveys, it is estimated that roughly 55% of VIA patrons are below poverty level.

In addition to income, both age and health conditions also affect the community's need for public transportation. According to the 2000 Census, 261,387 individuals, or 18% of the Bexar County population, reported having at least one disability. Figure 6.2 identifies the Bexar County population by age group and denotes the portion of each age group with a disability. In Bexar County, at least 49,244 persons over the age of 16 have a disability, which limits his/her ability to travel independently. *(Source: U.S. Census Bureau, SF3 Go-outside-home Disability. Tally does not include individuals with more than two disabilities who have a go-outside-home disability; approximately 36,000 individuals in Bexar County have more than two disabilities).* The VIAtrans paratransit system, which provides service to those individuals who cannot, for medical reasons, use the fixed route bus system, delivers over 3700 trips a day.

Figure 6.2 Bexar County Disabled Population



The aging of the population in Bexar County is a recognized trend. According to the 2000 Census, 10.4% of the Bexar County population is 65 years or older. This is 2-3 percentage points higher than that observed in other highly populated Texas counties, such as Dallas, Harris, and Travis Counties. By 2035, the time frame addressed in this plan, this age group will make up more than 16% of the Bexar County population. Because of driving limitations that are encountered with age, as well as declining health and income, the older segments of the population rely on public transportation more so than other age group. VIA surveys indicate that 41% of VIA riders, age 65 and older, have noted they have a disability that affects their ability to travel *(Source: Satisfaction Survey, 2009).*

Approximately 25% of Bexar County's population is younger than 16, and therefore too young to drive. Without public transportation, the younger population misses opportunities to personally develop or participate in community activities. Often they must rely on parental or other adult support, for transportation.

Goals

In July 2003, the VIA Board of Trustees adopted a Ten Year Plan for Service and Facilities, which established the following goals:

- Within ten years, increase ridership to 50 million annual trips
- Provide transportation choices to the community
- Mitigate increasing traffic congestion
- Contribute to improved regional air quality via reduced automobile fuel consumption
- Enhance service in high ridership areas
- Continue to serve people dependent on public transportation
- Build much needed new passenger facilities and upgrade existing facilities
- Create public and private partnerships for public transportation

Subsequently, In July 2004, VIA adopted a ten-year plan for transit service growth, which was contingent upon additional funding. The five elements in that plan, and accompanying initiatives are as follows:

Primary Transit Network
- Frequency Enhancements
- Creation of a 24-hr service zone
- Creation of an 18-hour service zone

Strategic Service Expansion
- Geographic Fixed Route Expansion
- Vanpool Program
- Commuter Bus Connections
- Medical Center Access and Circulation

Passenger Facility Enhancements
- Additional benches and shelters
- Fifty “Super-stops” at high-boarding locations
- Strategic addition of passenger centers

21st Century Technology
- New electronic payment system
- Transit signal priority on corridors within the Primary Transit Network
- Real time bus arrival information

Long Term Financial Health
- Sound financial planning for sustainable growth of service

VIA Public Transportation Services

Fixed Route Service

VIA currently operates 93 fixed bus routes along 900 miles of roadway. These routes are depicted in Figure 6.3. As of May 2009, the projected totals for vehicle hours and passenger trips were 1,596,868 and 43,583,206, respectively. These figures include the Downtown Circulation service as described below.

As part of the fixed route bus service, VIA also operates a Bus & Bike program, which allows riders to transport their bicycles, on racks attached to the front of buses, at no extra cost.

VIA's major transit activity centers include the Central Business District, San Antonio College, North Star Mall, and the South Texas Medical Center. Residential areas generating the most ridership include those areas near Lanier High School on the near west, Edgewood High School, Palo Alto College and Las Palmas Shopping Center to the south, and Edison High School and Jefferson High School to the near northwest.

Downtown Circulation

VIA operates four downtown circulator routes, also known as the Streetcar Service. The vehicles and stops for this service are distinct from those of the regular fixed route bus service. The service is operated with rubber-tire, historic looking streetcars and circulation is limited to the downtown area and the adjacent King William Historic District, located just south of downtown. These routes operate on a fifteen-minute average frequency. While the geographic area covered by the Streetcar Service is also covered by the fixed route service, the historic character and charm of this service make it a valued amenity in downtown, in particular, to the visitor population.

VIAtrans Service

As a complementary service to fixed route bus service, VIA operates an advance reservation, demand-response paratransit service for persons who, because of a disability, are prevented from using VIA's fixed route bus service for some or all trips. This service, called "VIAtrans," was established in 1979, in response to federal accessibility requirements. VIAtrans currently operates with a fleet of nearly 226 directly operated and contracted vehicles, which provide approximately 3,700 person-trips on an average weekday. Currently 13,100 individuals are registered for VIAtrans service.

Facilities and Fleet

As of 2009, VIA serves nearly 7,117 bus stops and 10 transit centers and park & ride facilities, as depicted in Figure 6.3.

VIA's operational fleet consists of 408 full-size 40' buses and 19 rubber-tire streetcars, representing a total of 427 fixed route vehicles. Within the VIAtrans service program, VIA operates 104 vans, and another 122 vans are operated through a private contractor*)*. Since 1990, all transit vehicles purchased by VIA have been equipped with lifts or ramps to accommodate persons in wheelchairs. VIA has also purchased low floor and kneeling vehicles to accommodate patrons who cannot negotiate steps. VIA has maintained an entirely accessible bus fleet since 2008.

Public Transportation Needs and Issues

The San Antonio region faces many challenges in the public transportation arena. While VIA has long been one of the most financially efficient transit systems in the country, its fiscal constraints and service area characteristics have limited its offerings to the community.

Level of Public Investment

VIA's primary source of revenue, at a funding level of over 71%, is the five-eighths percent (0.625%) sales tax collected from its member cities. This level of public investment determines the quantity and quality of service VIA is able to provide. Transit authorities in other major metropolitan areas in the State of Texas, e.g., Dallas, Houston, and Austin, collect a full cent (1.0%) sales tax, as permitted in the Texas Transportation Code.

While VIA's revenue levels are less than those of most other Texas transit authorities, its service obligations are not. Like all other transportation providers, VIA extends its budget to cover the federally mandated paratransit service, which now accounts for 17.7% of the VIA budget. The operating subsidy per paratransit trip is over $25/trip. While VIA provides fewer hours of bus service compared to the systems that operate in Houston and Dallas, it provides the same or greater number of paratransit trips than those other systems.

Figure 6.3 VIA Metropolitan Transit Fixed Route Service as of August 2009

Note: Major gaps in fixed route coverage indicate cities which are not part of the VIA service area, military facilities, airports, undeveloped land, and areas which, due to ridership and land-use characteristics, are not conducive to efficient bus service.

Land Use Patterns

The suburban development patterns prevalent in areas of high growth within San Antonio pose a challenge for efficient operation of bus service. Gated communities and residential subdivisions with low-density and poor street connectivity are not "transit friendly," i.e., they are not conducive to efficient transit service. Poor street connectivity and low-density development patterns create longer, indirect distances between destinations. While making it difficult to conveniently be accessed by the pedestrian, the land use patterns also make transit use less viable for potential riders, and transit service more expensive to provide, if not impossible.

Access to commercial development areas also pose challenges to public transit. Development on one-way frontage roads, as seen along many portions of IH 10 West, Loop 410, and Loop 1604, are difficult to serve by transit, due to the circuitous routing that is required. In addition, riders are forced to decide whether to ride 'out of direction' for much longer distances to reach their destination, in order to stay on the same side of an expressway, or walk long distances across expressways, in general very pedestrian-unfriendly environments, to get to the opposing direction bus stop.

Pedestrian Infrastructure

The region's current level of pedestrian network lags behind that of the street network. A short trip that can be completed relatively safely by vehicle may be more difficult or less safe if travelled on foot. Transit service, although delivered through the use of a vehicle and operated on a road, is dependent upon the pedestrian.

The regional land use patterns and lack of pedestrian facilities and amenities create conditions that are uninviting to pedestrians. Wide streets with narrow sidewalks, the absence of trees or building awnings for shade, and deep building setbacks, are all designed to the scale of the automobile, not the pedestrian. Auto-oriented frontage-road development, in which storefronts are separated from the street by vast, non-shaded parking lots are not ideal pedestrian environments, and serve as additional incentives to choose driving over pedestrian and/or transit modes. A non-existent or unsafe pedestrian system is a barrier to the walking experience and hence, a barrier to transit use.

Narrow streets with wide sidewalks, pedestrian islands or medians, buildings close to the street with shade, and parking areas behind buildings, provide safer environments and are incentives for increased pedestrian and transit use. Without a safe, comfortable, and continuous pedestrian system, transit use will never reach its full potential and driving will continue to be the travel mode of choice for those who can afford it.

Addressing the Challenges and Issues

Efforts to address some of the above challenges are already underway. The Advanced Transportation District (ATD) allows for additional investment in public transportation, more sidewalks, and other projects. As described in Chapter 5 Pedestrian System, other initiatives are being developed to improve the pedestrian infrastructure of the region. Alternative approaches to current development trends, as outlined in the City of San Antonio Unified Development Code, may yet lead to urban conditions that are conducive to transit use. However, many improvements and policy changes are still needed in order to make transit a travel mode of choice for residents in the San Antonio metropolitan area.

Transit Financial Forecast

Given VIA's current financial situation, expansion of public transportation service in Bexar County is uncertain. Financial forecasts through 2035 will permit only minimal service expansions beyond that currently operated. Table 6.1 below indicates that in each five-year timeframe, revenue and expenses are almost equal. The operating expenses assume current levels of service, plus small increases in frequency on three existing bus routes as well as the implementation of a new route on Military Drive between the Kel-Lac Transit Center and Brooks City-Base area.

The following investments are programmed with the intent of increasing future levels of service, along with the addition of the previously stated increases:

- All future transit vehicles purchased by VIA will continue to be equipped with lifts or ramps to accommodate persons in wheel-chairs and other customers who cannot use steps. It is anticipated that many street intersections and pedestrian pathways will be improved by state and local agencies in the upcoming years.

- In accordance with federal mandate, VIAtrans service will be maintained to meet paratransit demands within the service area.

Table 6.1 VIA Metropolitan Transit Financial Projections to 2035*

Fiscal Years:	2010-2015	2016-2020	2021-2025	2026-2030	2031-2035	Totals
SOURCES						
Operating Revenue	148,296,562	125,486,586	126,603,471	127,774,090	131,124,917	659,285,628
Sales Tax	760,975,217	684,860,736	702,154,331	719,884,613	738,062,599	3,605,937,496
Investment Income	4,680,000	3,900,000	3,900,000	3,900,000	3,900,000	20,280,000
Grant Reimbursements	96,019,711	59,656,405	71,282,805	73,312,405	48,561,205	348,832,531
Subtotal Operating	1,009,971,490	873,903,727	903,940,607	924,871,108	921,648,721	4,634,335,655
Grant $ Used for Capital Projects:						
Section 5307	69,615,844	75,875,655	64,249,255	62,219,655	86,970,855	358,931,264
Section 5309	18,917,444	16,312,345	16,312,345	16,312,345	16,312,345	84,166,824
Subtotal Grants	88,533,288	92,188,000	80,561,600	78,532,000	103,283,200	443,098,088
Total Sources	**1,098,504,778**	**966,091,727**	**984,502,207**	**1,003,403,108**	**1,024,931,921**	**5,077,433,743**
USES						
Vehicle Acquisition:						
Revenue Vehicles	47,331,000	77,235,000	62,702,000	60,165,000	91,104,000	338,537,000
Non-Revenue Vehicles	1,899,665	3,000,000	3,000,000	3,000,000	3,000,000	13,899,665
Total Vehicles	49,230,665	80,235,000	65,702,000	63,165,000	94,104,000	352,436,665
Buildings and Equipment	61,435,944	35,000,000	35,000,000	35,000,000	35,000,000	201,435,944
Operating Expenses:						
Line Service	742,170,850	627,567,676	632,010,451	635,956,865	653,497,807	3,291,203,650
VIAtrans	183,071,863	163,312,869	171,558,499	180,220,349	189,343,926	887,507,506
Other	29,113,416	24,261,180	24,261,180	24,261,180	24,261,180	126,158,136
Total Operating Expenses	954,356,129	815,141,725	827,830,131	840,438,394	867,102,914	4,304,869,292
Depreciation (Local Share)	33,815,793	31,310,920	31,310,920	31,310,920	31,310,920	159,059,473
Non-Operating Expenses	-	-	-	-	-	-
Total Uses	**1,098,838,531**	**961,687,645**	**959,843,051**	**969,914,314**	**1,027,517,834**	**5,017,801,374**
Gain/(Loss)	**(333,753)**	**4,404,082**	**24,659,157**	**33,488,795**	**(2,585,912)**	**59,632,368**

Revenue:
Fiscal 2010 budget
Fiscal 2011-2035 based on trend

*Table reflects current dollars

Financially Constrained Transit System

Given VIA's current financial situation, expansion of public transportation service in Bexar County is uncertain. Financial forecasts through 2035 will permit only minimal service expansions beyond that currently operated. The operating expenses assume current levels of service, plus small increases in frequency on three existing bus routes

as well as the implementation of a new route on Military Drive between the Kel-Lac Transit Center and Brooks City-Base area.

The following investments are programmed with the intent of increasing future levels of service, along with the addition of the previously stated increases:

- All future transit vehicles purchased by VIA will continue to be equipped with lifts or ramps to accommodate persons in wheel-chairs and other customers who cannot use steps. It is anticipated that many street intersections and pedestrian pathways will be improved by state and local agencies in the upcoming years.

- In accordance with federal mandate, VIAtrans service will be maintained to meet paratransit demands within the service area.

VIAtrans paratransit service is also projected to increase by 33% in total hours and passengers by the year 2035.

Conclusion

In the past five years, VIA has opened the new Frank Madla Transit Center in south San Antonio, continued to update its bus fleet with low-emission, low-floor, wheel-chair accessible buses, and forged a public-private partnership to finance installation of 600 passenger shelters. In addition, VIA has revamped the fixed route bus system, instituting a 22% increase in the number of routes, from 76 to 93.

Despite these numerous accomplishments, public transportation is still not a mode of choice among most commuters in the metropolitan area. Land development patterns, the lack of an accessible pedestrian system, the relatively low cost of owning and operating a vehicle, and the limited transit options, continue to make travel by automobile the preferred mode of choice.

Future scenarios for public transportation service indicate that, by the year 2035, increases in population and employment will effect an increase in demand for public transportation services. Financial projections through 2035 show that current revenue sources are insufficient to meet any public transportation demand beyond that currently experienced. New, creative and non-traditional revenue sources are needed to guarantee that public transportation will continue to play a vital role in the region's economy.

7. Roadway System

Accomplishments Over the Past Five Years

A number of roadway related developments have progressed over the past five years that were in their very early stages when the San Antonio – Bexar County Metropolitan Planning Organization (MPO) approved the Metropolitan Transportation Plan (MTP) in December 2004. The San Antonio Mobility Coalition (SAMCo) continues to help with the education and funding processes at the federal, state and local levels. Several of the financial tools that were outlined in House Bill 3588 have been used in the San Antonio area including bonding authority. Additionally, Pass Through Financing, Advanced Transportation District, and American Recovery and Reinvestment Act (2009) funding has been used to expedite much needed transportation projects. The Intelligent Transportation Systems roadway warning system continues to expand on the area's transportation system.

Roadway System Policies

As population and employment continue to grow in the San Antonio metropolitan area, a higher burden will be placed on the transportation system. To accommodate traffic increases on the roadway system, additional lanes and operational improvements will be needed.

The proposed roadway system improvements in the MTP are limited by the amount of funding available, or those revenues that can be reasonably expected over the 25-year life of the MTP. While more improvements are necessary than what funding is available for, the roadway projects address the most congested areas of the MPO study area. The proposed policies below will assist in developing the best transportation system for the area.

- Develop a roadway system that is compatible with the needs of other modes such as bicycles, pedestrians, public transportation and truck and rail freight
- Consider safety in the project selection process
- Require land developers to preserve the necessary rights-of-way in future travel corridors
- Require private developer contributions in roadway construction in undeveloped areas through the development process

- When approving new land development, ensure that internal, connecting and adjacent streets are able to handle the expected type and intensity of development that is proposed

- Implement access management strategies to improve safety and traffic flow

- Ensure sufficient funding exists for roadway maintenance

- Use all available funding tools available to the area

- Continue to ensure coordination between the transportation partners

Roadway Functional Classification

The MTP is primarily concerned with those roadways that will be built or expanded using federal funding sources. These roadways are part of the "functionally classified roadway system." A functionally classified roadway system allows for urban streets to be grouped by their purpose or function. There are three main functions for urban streets: 1) movement of traffic, 2) distribution or collection of traffic, and 3) provide access to terminal points. Freeways provide maximum movement of vehicles, but allows for more limited access to the adjacent land use. Arterial streets have lower vehicular capacity and speed, but allow for direct access to surrounding land use. Collector and residential streets primarily provide access to larger facilities, as each class of urban street serves as a collection device for the next lower class of street. The functional classification system is further defined in Table 7.1.

Functionally classified roadways describe the various levels of vehicular mobility. Using functional class in the transportation planning process ensures that general land use and local development are considered in evaluation of both existing and future transportation needs. Another purpose for using the functional classification system is to help determine which roadways should be included in a regional transportation system. Figure 7.1 shows the current functionally classified roadway system and Figure 7.2 shows an example of the functionality of the system.

Table 7.1 Functional Classification System Description

Functional Class	Level of Mobility	System Access	Level of Accessibility
Freeway	Connects all urban subregions together; connects urban and rural service areas with metro major activity centers; connects to other cities.	To other freeways, principal arterials, and selected arterials; no direct land access.	Long trips at high speed within and through the metro area; express transit trips.
Principal Arterial	Connects two or more subregions; provides secondary connections outside cities; complements freeways in high volume corridors.	To freeways, other principal arterials, and high volume collectors; no direct land access except major traffic generators.	Medium distance to long trips at high to moderate speeds within the urban area; express transit trips.
Arterial	Connects adjacent subregions and activity centers within subregions.	To freeways, principal arterials, other arterials, and collectors; restricted direct land access.	Medium to short trips at moderate to low speeds; local transit trips.
Collector	Connects neighborhoods within and between subregions.	To arterial, other collectors, and local streets; direct land access.	Primarily serves collection and distribution function for the arterial system at low speeds; local transit trips.
Local	Connects blocks within neighborhoods and specific activities within homogeneous land use areas.	To collectors and other local streets; direct land access.	Almost exclusively collection and distribution; short trips at low speeds.

Figure 7.1 Functionally Classified System Map

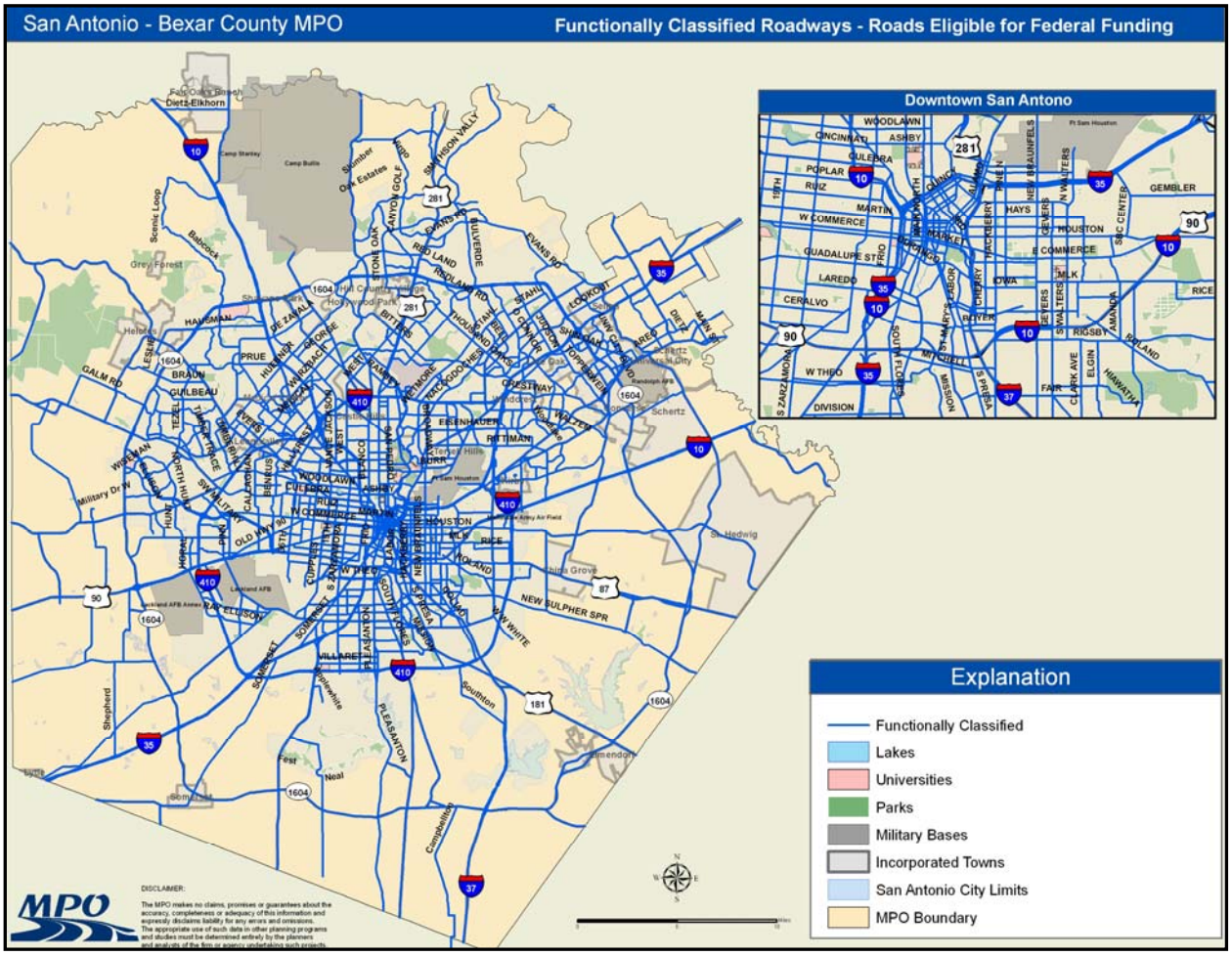
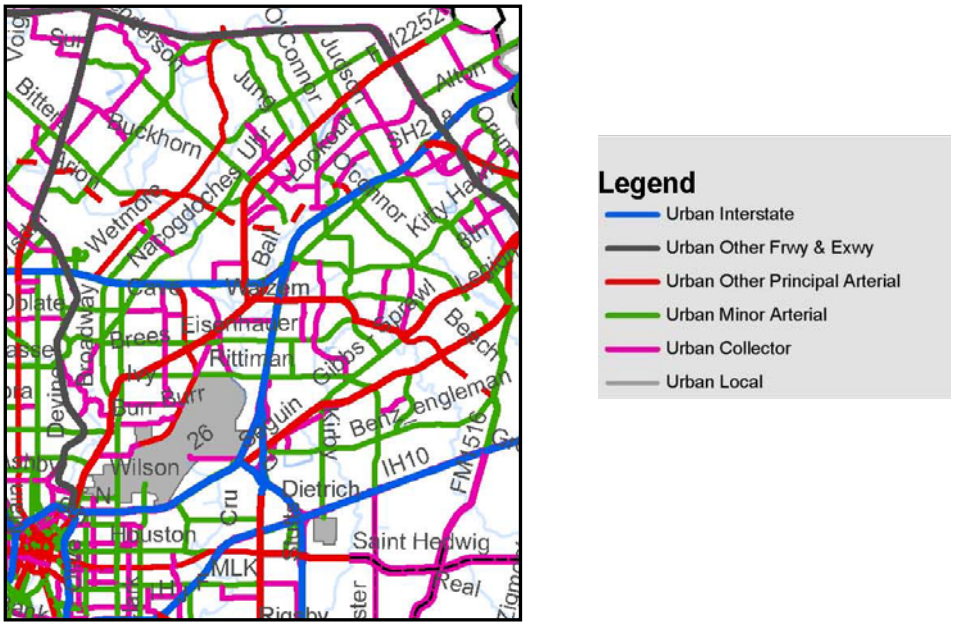


Figure 7.2 Example of the Functionality of the Roadway System



Major Thoroughfare System

The area's Major Thoroughfare System is composed primarily of principal and major arterial streets and provides the necessary transportation support and access to and from local land uses. Since many major expressway corridors are constrained from acquiring additional right-of-way, much of the additional out-year demand will likely have to be accommodated through a better connected and more efficient arterial street system. Changes to the major thoroughfare plan are done through a collaborative effort among all regional planning partners including the City of San Antonio, Bexar County, MPO, Texas Department of Transportation, VIA Metropolitan Transit and other stakeholders. Many of the major and minor arterials are expected to be constructed by developers interested in expanding commercial and residential development outside of already built-up portions of the City of San Antonio. The City of San Antonio's Major Thoroughfare Plan is shown in Figure 7.3.

Base Year and Future Year Roadway Systems

The future year (2035) roadway system was developed using an extensive public involvement process and technical and financial analysis. Again, using the functionally classified system as an overall framework, a network of the future year highway and street system was developed. Freeways, arterials, and selected collector streets in the MPO study area comprise the future year roadway networks. Future year roadway networks include networks for years 2015, 2025 and 2035. The number of lane miles, vehicle miles of travel, vehicle hours of travel, and average speeds for facility types are summarized in tables 7.4 through 7.6.

Figure 7.3 City of San Antonio Major Thoroughfare Plan

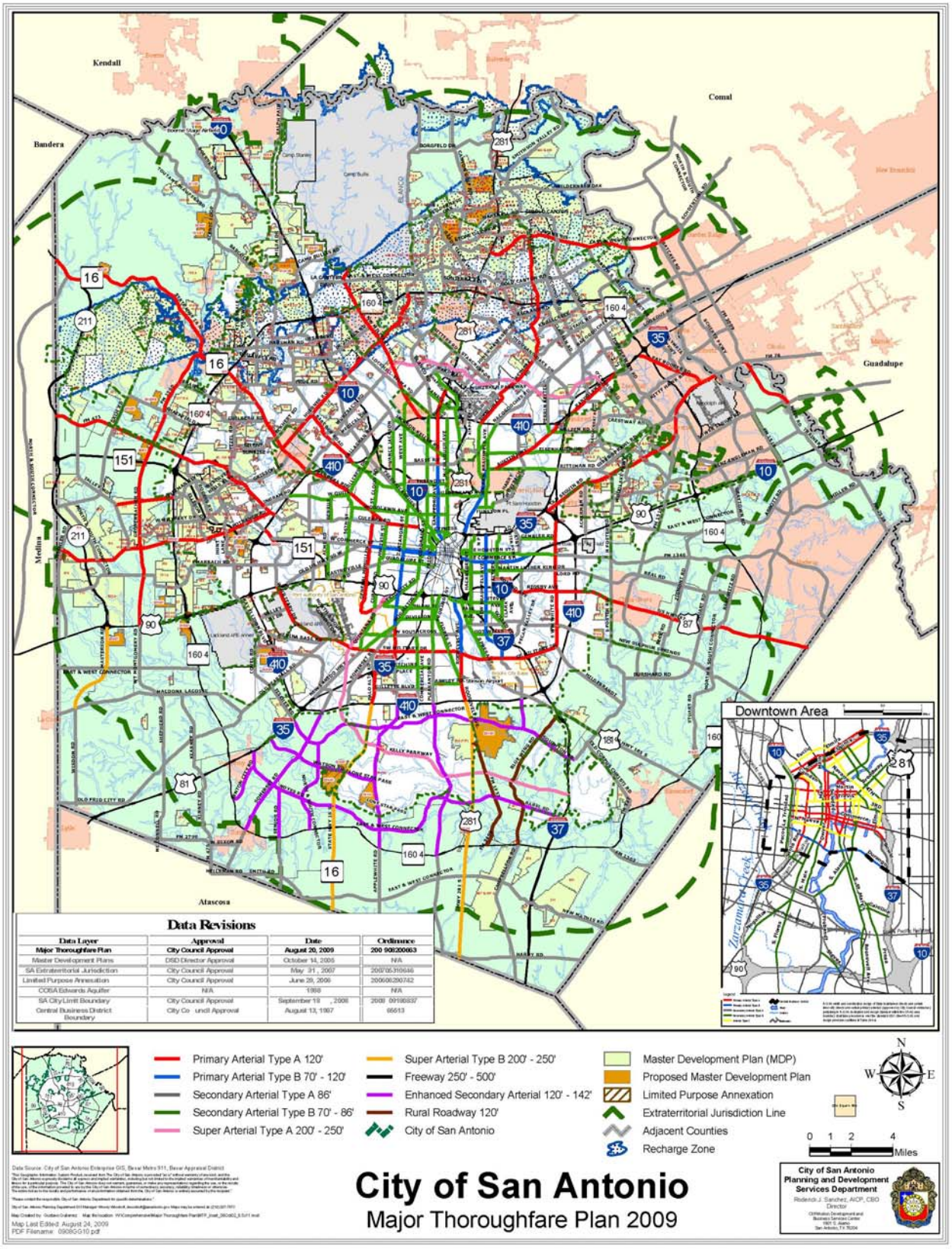


Table 7.2 Comparison of Lane Miles by Facility Type

Facility Type	2005	% of Total	2015	% of Total	2025	% of Total	2035	% of Total
Radial Interstate	658	8.5	676	8.2	690	8.2	711	8.0
Loop Interstate	259	3.3	295	3.6	295	3.5	301	3.4
Tolled Radial Interstate Main Lanes	N/A	-	N/A	-	0	0	113	1.3
Tolled Interstate Loop Main Lanes	N/A	-	N/A	-	0	0	0	0
Radial Freeway	217	2.8	226	2.8	229	2.7	229	2.6
Loop Freeway	114	1.5	114	1.4	119	1.4	132	1.5
Tolled Radial Main Lanes	N/A	-	N/A	-	50	0.6	50	0.6
Tolled Loop Main Lanes	N/A	-	N/A	-	83	1.0	229	2.6
Radial Expressway	146	1.9	173	2.1	174	2.1	174	2.0
Loop Expressway	135	1.7	148	1.8	123	1.5	133	1.5
Principal Arterial Divided	456	5.9	500	6.1	477	5.7	492	5.6
Principal Arterial with Center Left Turn Lane	495	6.4	528	6.4	519	6.2	519	5.9
Principal Arterial Undivided	291	3.8	249	3.0	255	3.0	269	3.0
Minor Arterial Divided	250	3.2	360	4.4	342	4.1	342	3.9
Minor Arterial with Center left Turn Lane	203	2.6	235	2.9	234	2.8	234	2.6
Minor Arterial Undivided	1175	15.2	1154	14.1	1175	14.0	1175	13.3
Collector Divided	137	1.8	186	2.3	186	2.2	191	2.2
Collector with Center Left Turn Lane	85	1.1	106	1.3	106	1.3	111	1.3
Collector Undivided	2055	26.5	2074	25.3	2071	24.6	2102	23.7
Frontage Roads	889	11.5	912	11.1	1006	12.0	1038	11.7
Ramps Main Lanes to Frontage Roads	138	1.8	210	2.6	210	2.5	204	2.3
Ramps Main Lanes to Main Lanes	42	0.5	54	0.7	50	0.6	54	0.6
Tolled Ramps	-	-	-	-	13	0.2	50	0.6
Totals	**7745**	**100**	**8200**	**100**	**8407**	**100**	**8853**	**100**

Table 7.3 Comparison of Vehicle Miles of Travel by Facility Type

Facility Type	2005	% of Total	2015	% of Total	2025	% of Total	2035	% of Total
Radial Interstate	9,433,546	24.2	11,181,646	23.4	13,227,893	23.6	14,212,481	21.6
Loop Interstate	4,351,428	11.2	5,053,182	10.6	5,729,138	10.2	6,354,699	9.6
Tolled Radial Interstate Main Lanes	N/A	-	N/A	-	0	0	1,480,236	2.2
Tolled Loop Interstate Main Lanes	N/A	-	N/A	-	0	0	0	0
Radial Freeway	2,729,491	7.0	3,571,957	7.5	4,083,227	7.3	4,605,046	7.0
Loop Freeway	1,924,003	4.9	2,439,397	5.1	5,542,103	4.5	2,458,184	3.7
Tolled Radial Main Lanes	N/A	-	N/A	-	788,755	1.4	907,344	1.4
Tolled Loop Main Lanes	N/A	-	N/A	-	1,014,546	1.8	2,729,060	4.1
Radial Expressway	726,696	1.9	1,158,844	2.4	1,346,490	2.4	1,488,812	2.3
Loop Expressway	721,978	1.9	983,898	2.1	931,413	1.7	1,086,401	1.6
Principal Arterial Divided	2,765,274	7.1	3,523,502	7.4	3,502,670	6.2	4,016,781	6.1
Principal Arterial with Center Left Turn Lane	2,947,448	7.6	3,406,559	7.1	3,782,266	6.7	4,260,008	6.5
Principal Arterial Undivided	1,429,574	3.7	1,316,362	2.8	1,596,268	2.8	1,843,627	2.8
Minor Arterial Divided	879,640	2.3	1,473,299	3.1	1,439,217	2.6	1,589,940	2.4
Minor Arterial with Center Left Turn Lane	834,479	2.1	1,024,.271	2.1	1,139,333	2.0	1,261,187	1.9
Minor Arterial Undivided	3,712,372	9.5	3,951,716	8.3	4,503,409	8.0	5,032,825	7.6
Collector Divided	274,012	0.7	410,398	0.9	444,468	0.8	515,006	0.8
Collector with Center Left Turn Lane	203,861	0.5	312,635	0.7	350,858	0.6	443,082	0.7
Collector Undivided	2,961,945	7.6	3,552,627	7.4	4,311,467	7.7	5,167,307	7.8
Frontage Roads	1,905,633	4.9	2,304,258	4.8	2,966,101	5.3	3,615,251	5.5
Ramps Main Lanes to Frontage Roads	843,641	2.2	1,465,639	3.1	1,637,934	2.9	1,792,738	2.7
Ramps Main Lanes to Main Lanes	365,832	0.9	569,949	1.2	620,360	1.1	659,300	1.0
Tolled Ramps	N/A	-	N/A	-	190,665	0.3	422,394	0.6
Totals	**39,010,853**	**100**	**47,700,139**	**100**	**56,148,581**	**100**	**65,941,709**	**100**

Table 7.4 Comparison of Vehicle Hours by Facility Type

Facility Type	2005	% of Total	2015	% of Total	2025	% of Total	2035	% of Total
Radial IH	224,608	18.6	268,790	17.8	319,514	18.0	362,154	15.5
Loop IH	105,617	8.7	123,853	8.2	141,810	8.0	163,418	7.0
Tolled Radial IH Mainlanes	N/A	-	N/A	-	0	0	33,851	1.5
Tolled Loop IH Mainlanes	N/A	-	N/A	-	0	0	0	0
Radial Freeway	65,455	5.4	87,121	5.8	99,591	5.6	115,106	4.9
Loop Freeway	40,936	3.4	52,687	3.5	55,626	3.1	55,715	2.4
Tolled Radial Mainlanes	N/A	-	N/A	-	17,450	1.0	21,483	0.9
Tolled Loop Mainlanes	N/A	-	N/A	-	21,359	1.2	58,508	2.5
Radial Expressway	18,826	1.6	32,922	2.2	39,603	2.2	44,576	1.9
Loop Expressway	18,278	1.5	26,956	1.8	24,139	1.4	30,041	1.3
Principal Arterial Divided	91,565	7.6	118,636	7.9	119,138	6.7	168,400	7.2
Principal Arterial with Center Left Turn Lane	108,762	9	129,036	8.5	144,361	8.1	168,796	7.2
Principal Arterial Undivided	53,342	4.4	51,622	3.4	62,354	3.5	96,225	4.1
Minor Arterial Divided	33,194	2.7	56,665	3.8	56,440	3.2	69,629	3.0
Minor Arterial with Center Left Turn Lane	32,470	2.7	40,808	2.7	45,941	2.6	59,596	2.6
Minor Arterial Undivided	150,298	12.4	164,655	10.9	189,219	10.7	247,504	10.6
Collector Divided	11,370	0.9	17,100	1.1	18,597	1.0	22,107	0.9
Collector with Center Left Turn Lane	9,060	0.7	15,325	1.0	17,284	1.0	33,225	1.4
Collector Undivided	130,482	10.8	160,752	10.6	195,976	11.1	302,753	13.0
Frontage Roads	75,620	6.3	93,290	6.2	120,085	6.8	175,046	7.5
Ramps Mainlanes to Frontage Road	28,121	2.3	50,714	3.4	57,071	3.2	65,467	2.8
Ramps Mainlanes to Mainlanes	11,801	1.0	18,565	1.2	20,748	1.2	26,360	1.1
Tolled Ramps	N/A	-	N/A	-	5,813	0.3	13,733	0.6
Totals	**1,209,809**	**100**	**1,509,497**	**100**	**1,722,299**	**100**	**2,333,693**	**100**

Table 7.5 Comparison of Speed by Facility Type

Facility Type	2005	2015	2025	2035
Radial Interstate	42.0	41.6	41.4	39.2
Loop Interstate	41.2	40.8	40.4	38.9
Tolled Radial Interstate Main Lanes	-	-	0	43.7
Tolled Loop Interstate Main Lanes	-	-	0	0
Radial Freeway	41.7	41.0	41.0	40.0
Loop Freeway	47.0	46.3	45.7	44.1
Tolled Radial Main Lanes	-	-	45.2	42.2
Tolled Loop Main Lanes	-	-	47.5	46.6
Radial Expressway	38.6	35.2	34.0	33.4
Loop Expressway	39.5	36.5	38.3	36.2
Principal Arterial Divided	30.2	29.7	29.4	23.9
Principal Arterial with Center Left Turn Lane	27.1	26.4	26.2	25.2
Principal Arterial Undivided	26.8	25.5	25.6	19.2
Minor Arterial Divided	26.5	26.0	25.5	22.8
Minor Arterial with Center Left Turn Lane	25.7	25.1	24.8	21.2
Minor Arterial Undivided	24.7	24.0	23.8	20.3
Collector Divided	24.1	24.0	23.9	23.3
Collector Center with Center Left Turn Lane	22.5	20.4	20.3	13.3
Collector Undivided	22.7	22.1	22.0	17.1
Frontage Roads	25.2	24.7	24.7	20.7
Ramps Main Lanes to Frontage Roads	30.0	28.9	28.7	27.4
Ramps Main Lanes to Main Lanes	31.0	30.7	29.9	25.0
Tolled Ramps	**-**	**-**	32.8	30.8
Totals	**32.2**	**31.6**	**31.7**	**28.3**

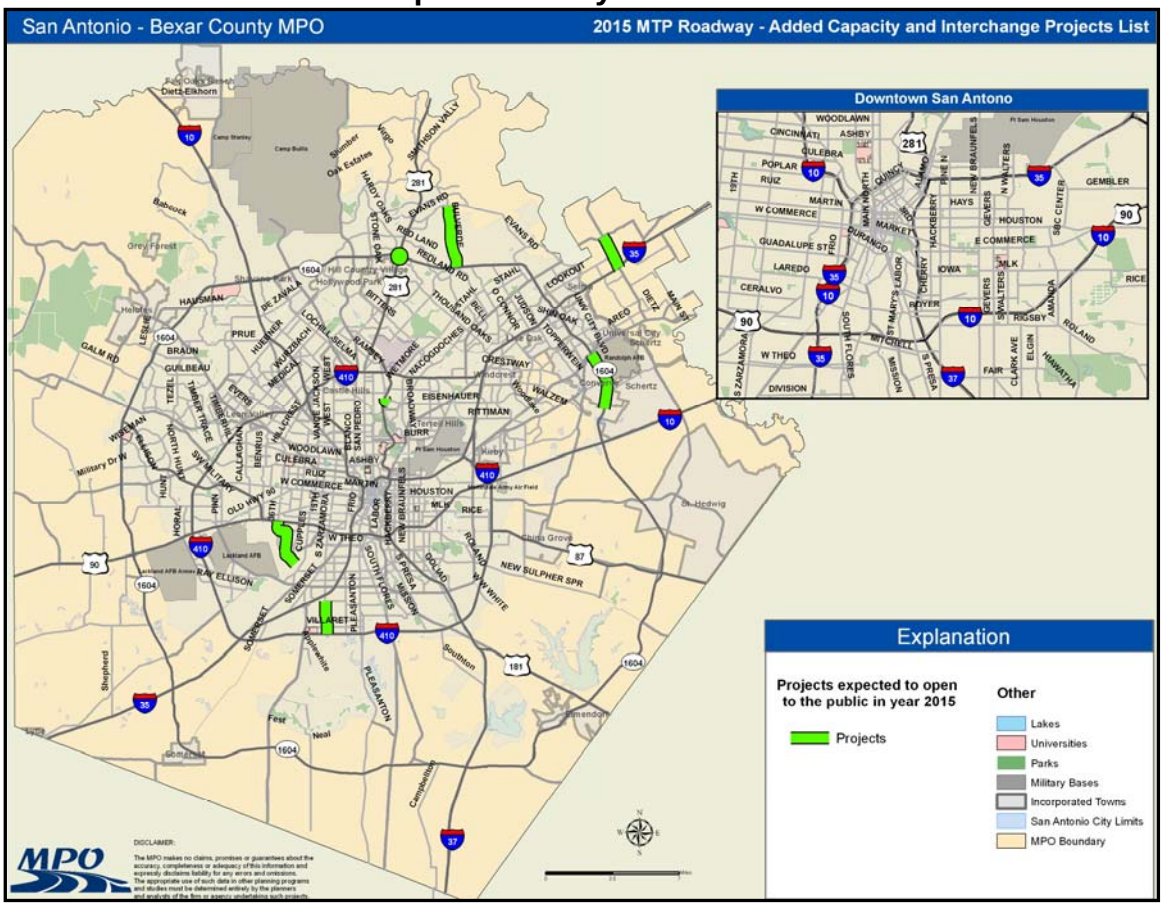
Table 7.6 Lane Mile Equivalent Needs from 2005-2015

Facility Type	2005 Lane Miles		2015 Lane Miles	Added Lane Miles	% Change from 2005		2015 Needs	% Change from 2015
Freeway Main Lanes	1248		1311	63	5%		48	4%
Expressways	281		321	40	14%		15	5%
Principal Arterials	1242		1277	35	4%		109	9%
Minor Arterials	1628		1749	121	7%		353	20%
Frontage Roads	889		912	23	3%		115	13%
Ramps	180		264	84	47%		34	13%
Total	**5468**		**5834**	**366**	**7%**		**674**	**12%**

*Lane Miles Needs required to achieve all roadway links with a Level of Service E or better as indicated by Volume/Capacity =1.0.

Figures 7.4 through 7.6 show the added capacity roadway projects that are expected to be open to the public by years 2015, 2025 and 2035, respectively.

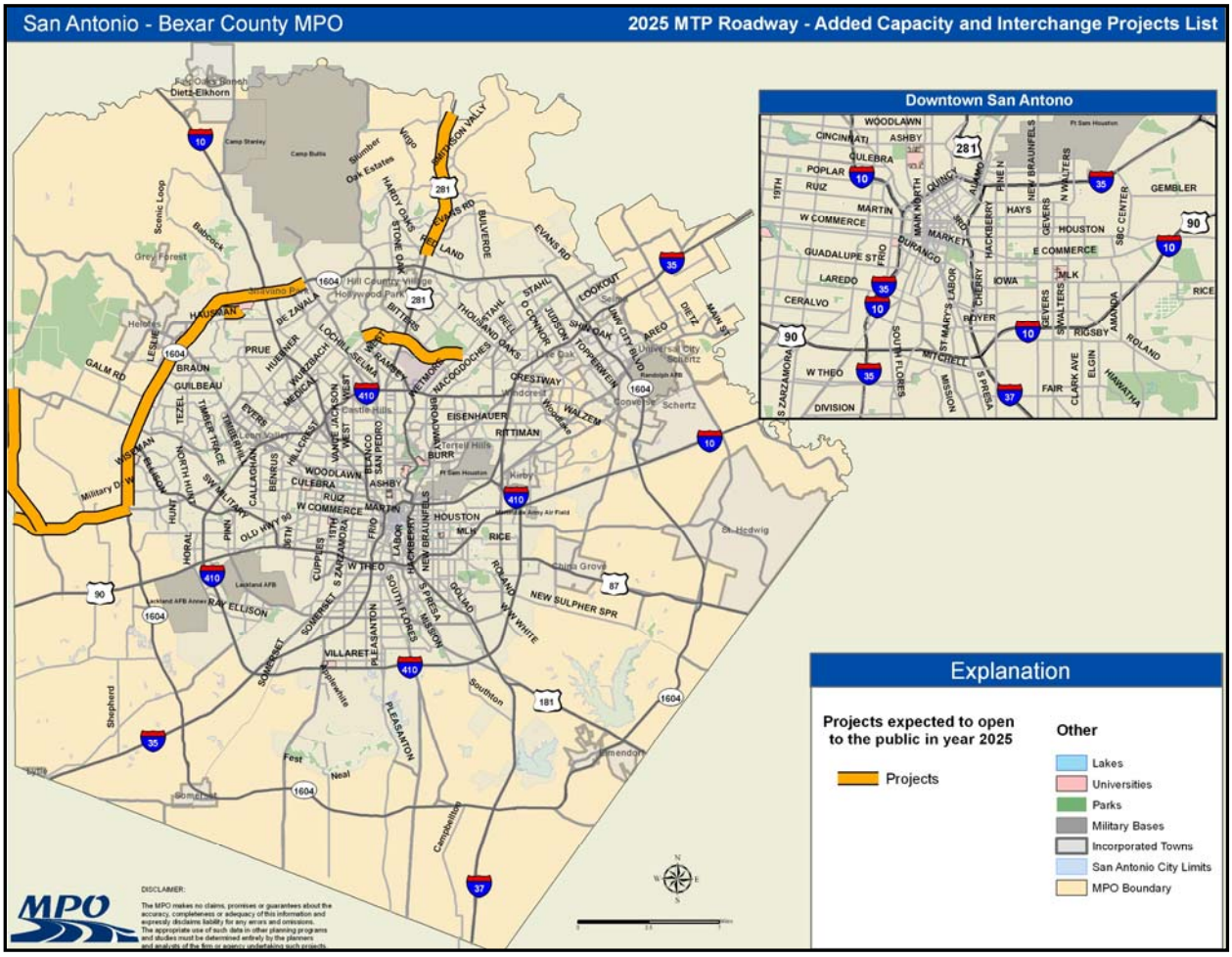
Figure 7.4 Added Capacity Roadway Projects that will be Operational by Year 2015



Added capacity roadway projects expected to be operational by year 2015 include:

- 36th Street from US 90 to Growdon
- Bulverde Road from Evans Road to Loop 1604
- FM 3009 from 0.2 miles north of FM 2252 to IH 35 North
- Jones Maltsberger from US 281 to east of the railroad tracks
- Loop 1604 from FM 78 to Graytown Road
- Southern direct connectors at the US 281 at Loop 1604 interchange
- Zarzamora from Hutchins to IH 410 South

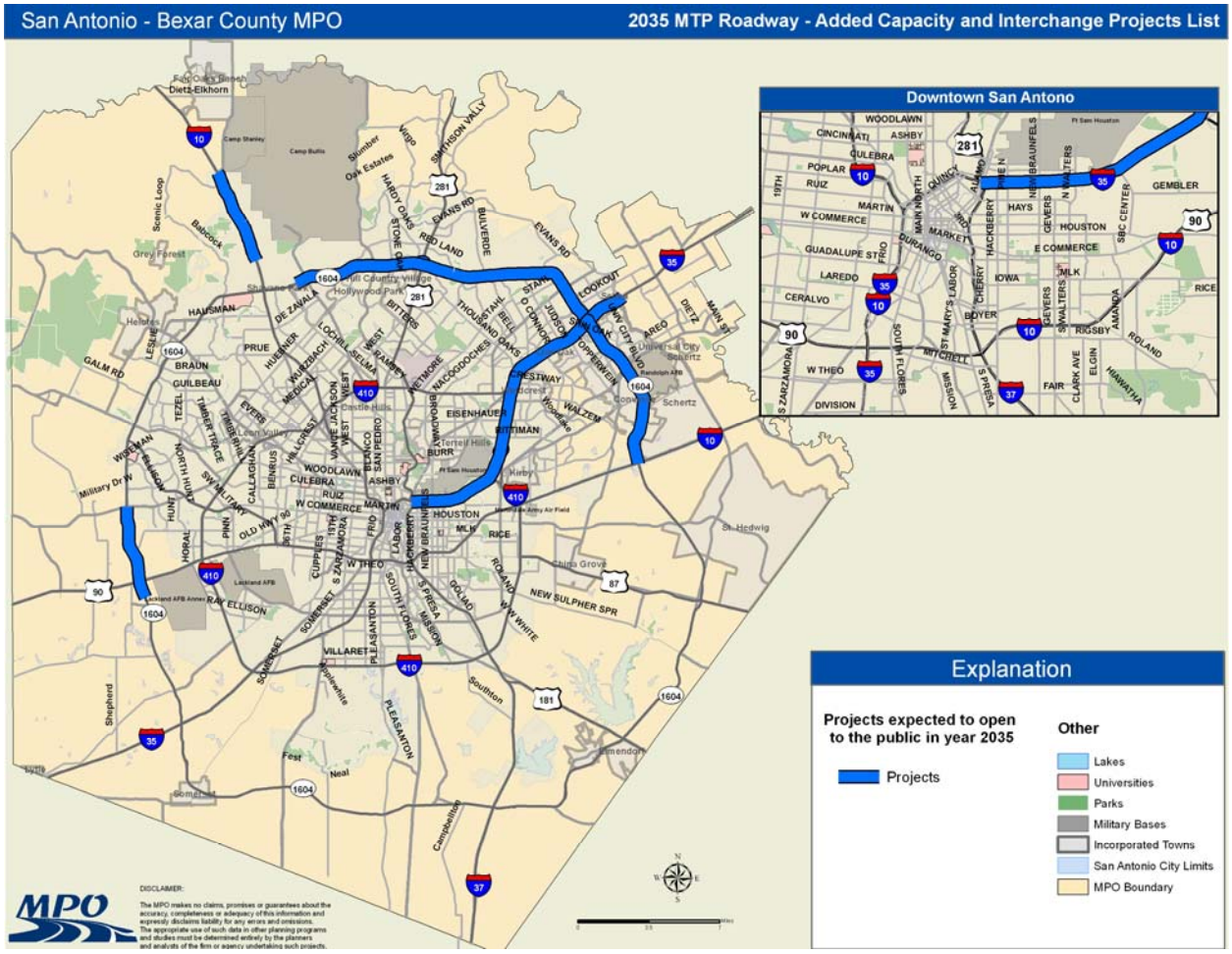
Figure 7.5 Added Capacity Roadway Projects that will be Operational by Year 2025



Added capacity roadway projects expected to be operational by year 2025 include:

- FM 1957 (Potranco Road) from Loop 1604 to the Medina County Line
- Loop 1604 from FM 1535 (NW Military Highway) to Military Drive West
- SH 211 from FM 1957 (Potranco Road) to FM 471 (Culebra Road)
- US 281 from 0.2 miles north of Loop 1604 to the Bexar/Comal County Line
- Wurzbach Parkway from West Avenue to Wetmore Road

Figure 7.6 Added Capacity Roadway Projects that will be Operational by Year 2035



Added capacity roadway projects expected to be operational by year 2035 include:

- IH 10 West from 1.5 miles north of Loop 1604 to FM 3351 (Ralph Fair Road)
- IH 35 North from US 281/IH 37 near downtown to the County Line
- Loop 1604 from Military Drive West to US 90
- Loop 1604 from FM 1535 (NW Military Highway) to IH 10 East
- Northern direct connectors at the US 281 at Loop 1604 interchange

Tolls and Managed Lanes: Environmental Justice Analysis

Background

The 2035 long range transportation plan provides various strategies to maintain mobility throughout the region. One such strategy is the addition of lane capacity. However, there is recognition that the region cannot just build itself out of current and future congestion, as adding capacity is very costly. One strategy to assist with rising costs and dwindling transportation funds are tolled facilities such as managed lanes and toll roads.

One of the core principles of Environmental Justice (EJ) analysis is the significant involvement of potentially impacted minority and low-income populations in the decision-making process surrounding transportation projects. For more information on Environmental Justice please see Chapter 3 Public Involvement Process. The MPO and partner agencies recognize the need for and the clear benefits of Environmental Justice community participation. The proposed toll projects in the 2035 long range transportation plan have been evaluated for potential impacts to Environmental Justice communities.

There is the realization that with tolled or managed lane facilities there are potential future and indirect impacts to the region. This analysis considers effects tolled facilities may have on populations in the region, particularly low-income and minority communities as traditionally underserved populations are most sensitive to toll roads or managed lanes in relation to access. Restricting access due to pricing may have the potential to create an imbalance of adverse effects. This analysis focuses on the benefits and negative impacts to Environmental Justice communities.

Methodology

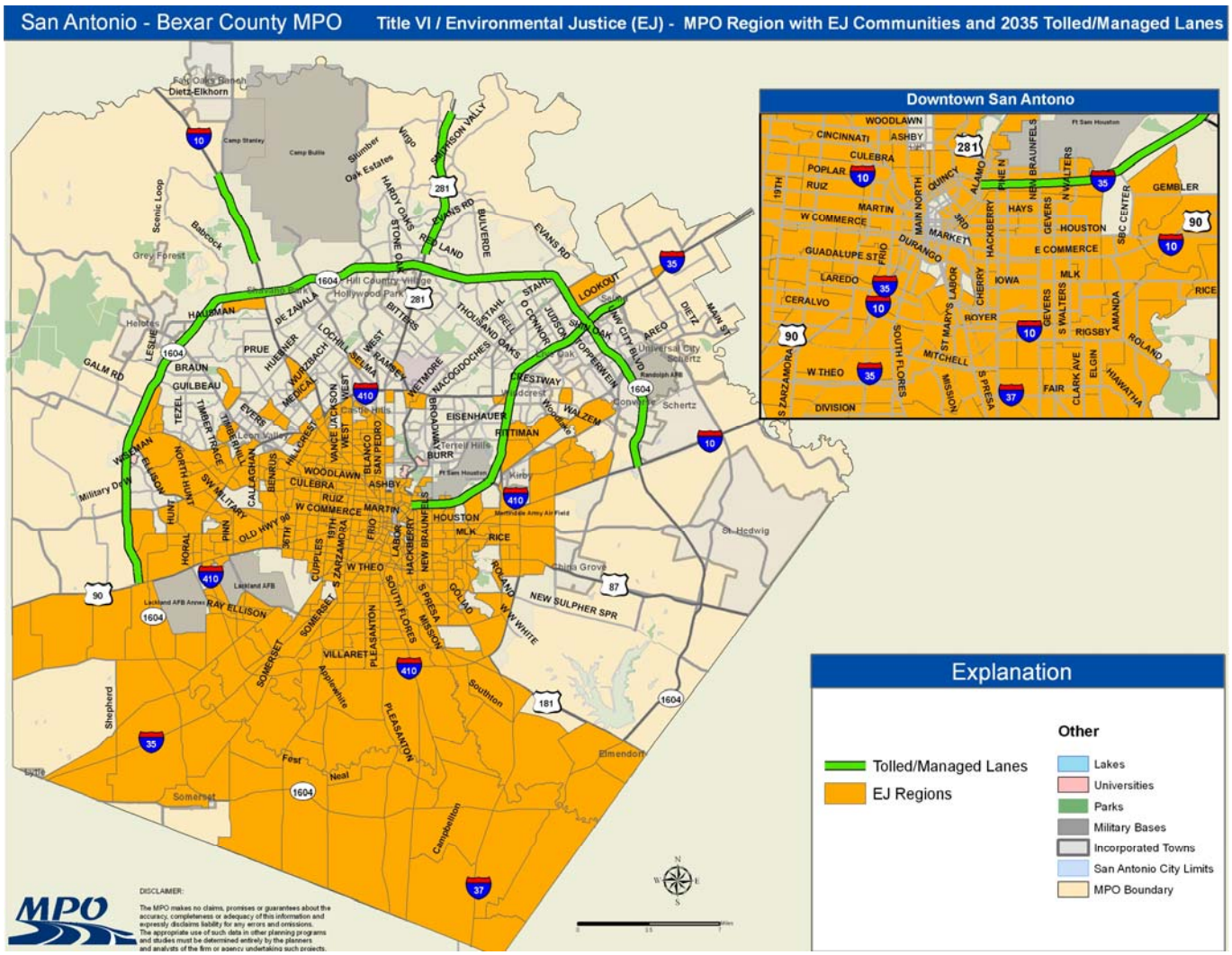
Traffic analysis zones were used as the analysis unit in this study. The traffic analysis zones were selected based on the Census 2000 block groups and contain 62% percent or greater minority and low-income populations.

As shown in Table 7.7, it is estimated by the year 2035 about 28% of the five county area the MPO is modeling, is identified as being Environmental Justice zones, representing approximately 51% of the total number of traffic analysis zones in the region. This means about 542 of the total 1,069 traffic analysis zones are considered to be environmental justice zones. Most Environmental Justice communities are located within Bexar County and generally cluster along the South, Southwest and Southeast part of Bexar County as shown in Figure 7.7. The tolled/managed lane projects that are expected to be operational by year 2035 are also shown in Figure 7.7.

Table 7.7 Analysis of Environmental Justice Communities
(Five County Area: Bexar, Comal, Guadalupe, Kendall and Wilson)

	2035 Population	% of Total	# of TAZ	% of Total
Total Population within Environmental Justice zones	1,111,705	28%	542	51%
Total Regional Population	2,827,330	72%	527	49%

Figure 7.7 MPO Region's Environmental Justice Communities and Tolled/Managed Lanes



The analysis examines potential impacts that tolled/managed lane facilities may have on accessibility of all persons by analyzing impacts on travel time choices of people residing in the Environmental Justice zones and Non-Environmental Justice zones. Having tolled/managed lane facilities generally results in travel time savings to those who choose to use the tolled/managed lane facility for both types of users. The question becomes whether the introduction of the tolled/managed lane facilities has a significant or disproportionate adverse impact on the Environmental Justice population. To address this issue an analysis of forecasted trips made by the Environmental Justice population were examined to determine if those trips were "candidate" trips for the tolled/managed lane facilities. Candidate trips are those where the toll path (as opposed to the free path) offers a shorter travel time. Trips that can save time on tolled facilities were determined through a TransCAD selected link analysis for all trips eligible to use toll facilities.

The analysis examines whether the introduction of the tolled/managed lane facilities has a significant or disproportionate adverse impact on the Environmental Justice population and examines whether Environmental Justice populations experience or will experience longer travel times by year 2035 due to the implementation of toll facilities. Table 7.8 shows the analysis for Home Based Work Person Trips and Table 7.9 shows the analysis for Home Based Non-Work Person Trips. The travel time show an overall decrease in travel times for Environmental Justice zones when using the tolled facilities. The travel times for Environmental Justice populations would increase if the 2035 long range transportation plan was not implemented (2035 No Build Network Using a Free Path). In summary, there appear to be no adverse impacts of the toll/managed lane future roadway system on Environmental Justice populations. Environmental Justice is a key effort to ensure equity in the transportation planning process. The MPO plans to continue and refine its Environmental Justice efforts and analyses.

Table 7.8 Environmental Justice Analysis
Using 2035 Home-Based Work Person Trips
(for the Five County Area)

			AM Peak Average Trip Length (ATL) in Minutes of Free Path and Tolled Path Options under the 2035 Build and No Build Networks			
	Segmentation of 2035 HBW Person Trips by Potential Time Savings	No. of 2035 HBW Person Trips	Build Network ATL Using a Toll Path	Build Network ATL Using a Free Path	No Build Network ATL Using a Toll Path	No Build Network ATL Using a Free Path
Environmental Justice Zones	Trips than can save 0+ minutes using a new toll facility	31,728	26.49	27.85	n/a	28.08
	Trips that cannot save 0+ minutes using a new toll facility	702,672	17.136	17.136	n/a	17.141
Non-Environmental Justice Zones	Trips that can save 0+ minutes using a new toll facility	239,605	32.04	33.57	n/a	33.90
	Trips that cannot save 0+ minutes using a new toll facility	1,123,895	20.29	20.29	n/a	20.37

Table 7.9 Environmental Justice Analysis
Using 2035 Home-Based Non-Work Person Trips
(for the Five County Area)

			AM Peak Average Trip Length (ATL) in Minutes of Free Path and Tolled Path Options under the 2035 Build and No Build Networks			
	Segmentation of 2035 HBW Person Trips by Potential Time Savings	Number of 2035 HBW Person Trips	Build Network ATL Using a Toll Path	Build Network ATL Using a Free Path	No Build Network ATL Using a Toll Path	No Build Network ATL Using a Free Path
Environmental Justice Zones	Trips than can save 0+ minutes using a new toll facility	69,265	28.90	30.33	n/a	30.69
	Trips that cannot save 0+ minutes using a new toll facility	2,347,703	10.84	10.84	n/a	10.86
Non-Environmental Justice Zones	Trips that can save 0+ minutes using a new toll facility	305,355	31.61	33.42	n/a	33.80
	Trips that cannot save 0+ minutes using a new toll facility	3,257,114	11.41	11.41	n/a	11.46

Conclusions

Congestion on the region's roadways is expected to increase in the future, despite the investment made through the projects, policies and objectives outlined in this long range transportation plan. The roadway projects included in Chapter 11 Financial Information do begin to mitigate the expected growth in congestion. However, to accommodate the higher burden that will be placed on the transportation system, not just expansion of the roadways, but operational improvements (such as signal re-timings and intersection modifications) and enhancements to the transit system must occur. Other potential improvements to relieve congestion and improve quality of life are documented in Chapter 10 Congestion Management Process.

8. Freight Movement

Accomplishments Over the Past Five Years

Over the last several years, regional leaders have worked to ensure that the San Antonio area takes advantage of the considerable economic generators arising from its unique geographic location, world-class infrastructure, bilingual-bicultural workforce, and low cost business climate. San Antonio provides a strategic location for distribution, transshipment and international trade processing activities, and has key logistical assets that support the delivery of products to both domestic and international customers. In 2009, Union Pacific Railroad opened an intermodal rail terminal in southwest Bexar County. This facility is capable of transferring freight between rail cars and trucks. This new terminal is much larger and better equipped than Union Pacific's older rail yards in San Antonio and promises faster and better service to area businesses that ship and receive freight.

The development and promotion of San Antonio as an inland port has become one of the priority economic development strategies for San Antonio. Port San Antonio is home to a number of large aerospace companies with over sixty tenants. Additionally, the Port of San Antonio has become important to the nation as it has been designated as the South Texas Region's Emergency Evacuation Center.

These activities, including manufacturing associated with the Toyota plant, have increased the overall level of freight logistics and distribution related activities. Over the long term, the region will need to maintain and improve its freight infrastructure.

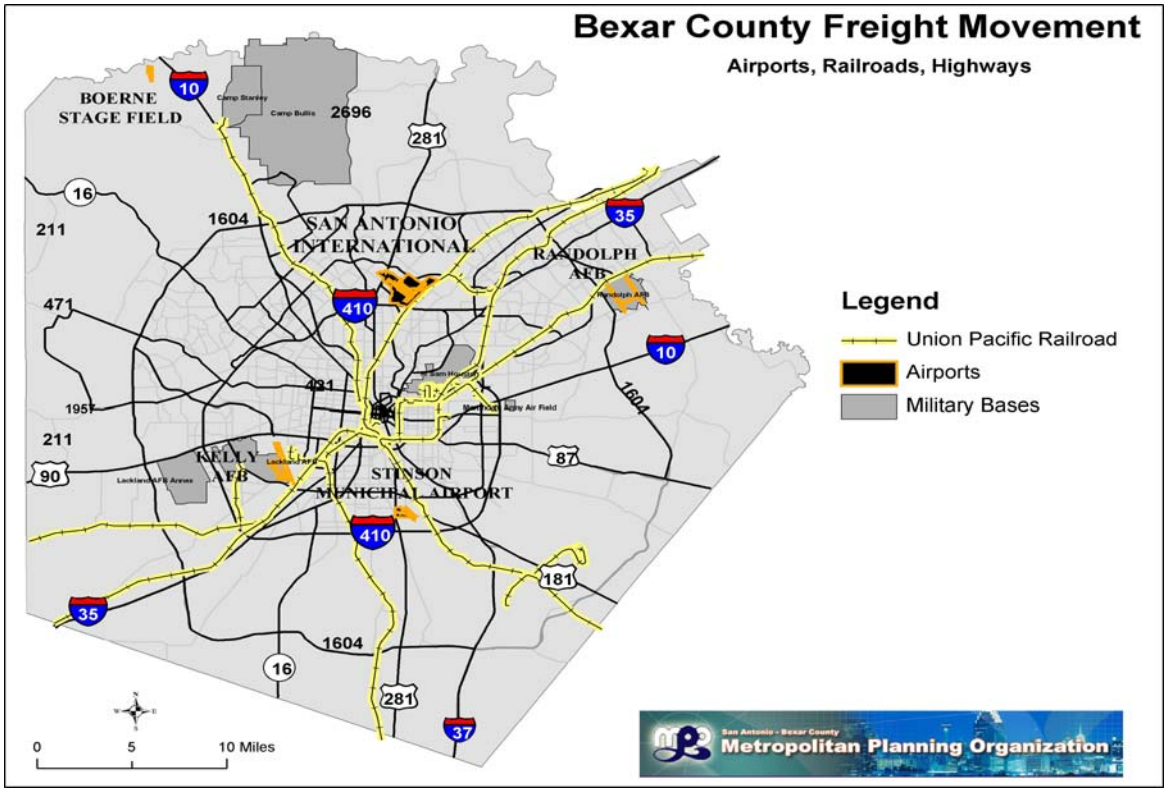
Background

The movement of goods by truck, rail and air is a vital component of trade, and, therefore, essential to the economic strength of an area. Trucks transport between local supply sources (warehouses) to points of consumption (retail stores or homes) and connect elements (seaports, airports, and rail and freight terminals) of the transportation system. To support the truck and rail-based freight analysis in this chapter, the San Antonio-Bexar County Metropolitan Planning Organization (MPO) contracted with IHS Global Insight to provide current and projected flow of domestic and international cargo to, from and through the San Antonio Metropolitan Statistical Area which is comprised of Atascosa, Bandera, Bexar, Comal, Guadalupe, Kendall, Medina and Wilson counties. Additionally, the Texas Department of Transportation has undertaken three rail plans in the past several years: a Regional Rail Master Plan, Freight Rail Relocation Study, and Adaptive Rail Reuse (Land Use) Study. The City of San Antonio also continues to implement it's adopted Airport Master Plan.

Local Freight Conditions

The map shown in Figure 8.1 shows the MPO study area's freight infrastructure. Local airports, rail lines and the area's highway system serve as the primary conduit for movement of goods throughout the region. The San Antonio International Airport offers state-of-the art cargo facilities and has space identified for airport related industrial use. Port San Antonio, as mentioned earlier, is a master-planned, aerospace, industrial complex and international logistics platform created from the former Kelly Air Force Base. It is centered halfway between the East and West coasts and at the center of the NAFTA Corridor between Mexico and Canada. The port also enjoys designation as a Foreign Trade Zone. The Port of San Antonio includes an airport, accessibility by the rail roads of Union Pacific and Burlington Northern Santa Fe Railroads, and three interstate highways, IH 35, IH 10 and IH 37. According to the Port, markets of more than 90 million people are within two days drive, and five major seaports are accessible within a three day drive: the Ports of Houston, Corpus Christi, Manzanillo, Lazaro Cardenas and Veracruz.

Figure 8.1 Freight Infrastructure within the MPO Study Area

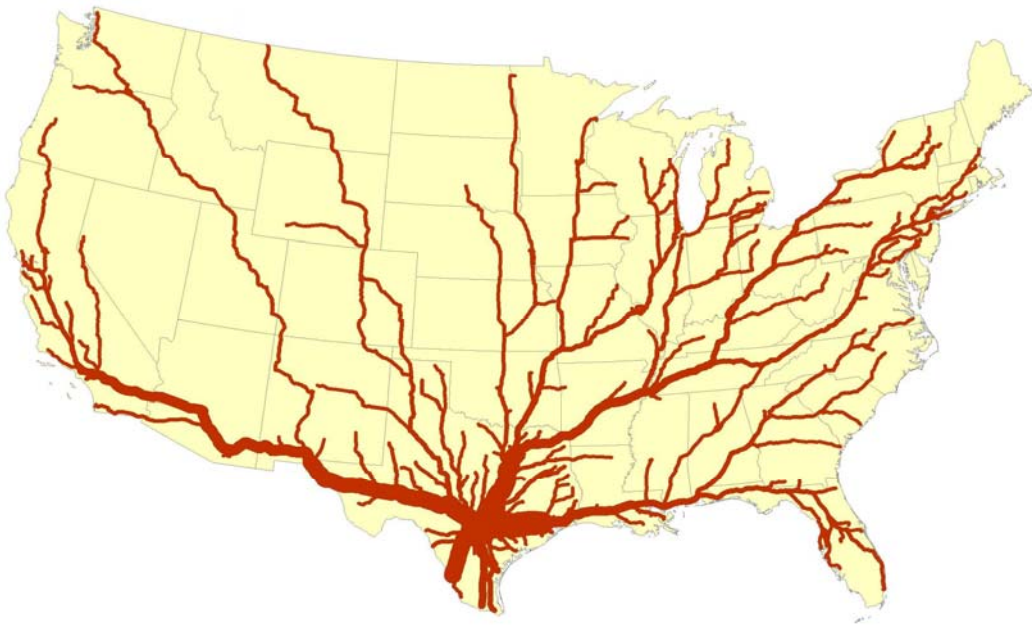


San Antonio is about two hundred miles west of Houston, the nation's second largest port by total tonnage. US Army Corps of Engineers figures show that the port received approximately 191.4 million tons of cargo in 2000. Additionally, by 2006 total cargo increased to 240.9 million tons. That number has continued to increase steadily.

Additionally, the Port of Corpus Christi was ranked as the nation's fifth largest port in the United States. Because these areas are so close to San Antonio, these growth figures were significant to justify new regional truck travel data.

Figure 8.2 depicts the national truck traffic network flows through the region. It not only establishes Texas', but also San Antonio's importance in the freight industry. The map shows how San Antonio serves as a hub for cargo traveling to and from important ports of entry such as Houston, Laredo, Corpus Christi, El Paso, and well as other states throughout the country. According to Global Insight data, because of its location, the San Antonio region is a major link in the nation's transportation network. Through truck traffic comprises about 60% of total truck traffic in the area and continues to grow. By 2035, total truck traffic in the region is expected to increase by nearly 85%. This alone demonstrates the need for additional freight transport capacity in and around San Antonio.

Figure 8.2 National Truck Flow Network Through the San Antonio Region



(Source: IHS Global Insight)

Table 8.1 shows the ultimate origin and destination of all traffic over 100,000 tons into, out of, and through the eight county San Antonio region. There is at least 100,000 tons of traffic between San Antonio and nearly every other major city in the United States. The heaviest traffic flows are between the Mexican border and Dallas and Houston. The signing of the North American Free Trade Agreement (NAFTA), as well as the creation of the maquiladora plants which predate NAFTA, have helped fuel the yearly increase in truck crossings from Mexico into the United States. With the dramatic increase in goods movement across the United States/Mexico border, an accompanying increase in truck traffic in the San Antonio region, especially along IH 35, becomes predictable. Table 8.1

also shows the top transportation flows through the San Antonio region noting that the fastest growing through routes are exports to Mexico.

Table 8.1 Top Transportation Flows Through the San Antonio Region

Ultimate Origin	Ultimate Destination	Tons 2007	Tons 2035	Annual Growth Rate
Houston	Mexico	8,335	27,903	4.4%
California	Houston	6,065	15,276	3.4%
Houston	California	6,003	6,413	0.2%
Dallas	Mexico	5,362	17,444	4.3%
Louisiana	California	4,963	7,305	1.4%

(Source: IHS Global Insight)

As of May of 2009, Texas led all states in surface trade with Mexico with $6.2 billion, as noted in Table 8.2.

Table 8.2 Top 10 States Trading with Mexico by Surface Modes of Transportation

Rank	State	May 2009
1	Texas	6,194
2	California	3,365
3	Michigan	1,454
4	Arizona	754
5	Illinois	682
6	Ohio	490
7	Tennessee	400
8	North Carolina	317
9	New Jersey	308
10	Pennsylvania	307

(Source: BTS TransBorder Freight Data, http://www.bts.gov/transborder/)

Secondary Traffic in the San Antonio Region

Additionally, secondary traffic in the San Antonio region - defined as freight flows to and from distribution centers or through intermodal facilities and are considered intermediate steps in the transportation process - are predicted to grow nearly 250% by

2035. Secondary freight traffic amounted to 31.1 million tons in 2007 and is expected to be at 76.7 million in the forecasted year of 2035.

Table 8.3 Secondary Truck Traffic, Millions of Tons

2007 Tonnage	2035 Tonnage	Total Growth	Average Yearly Growth
31.1	76.7	246%	3.3%

(Source: IHS Global Insight)

By 2035, secondary traffic will account for more tons than any other commodity group. This trend reflects growth of Port San Antonio and expansion of distribution centers into San Antonio from Laredo. Additionally, Truck Vehicle Miles Traveled (VMTs) are expected to more than double by 2035. Specifically, in 2007 Truck VMT was 9.4 million annual vehicle miles and by 2035 that number is expected to increase to 20.3 million. The area's highways will need to be able to accommodate more freight movement and more through freight may need to be diverted to rail or other routes.

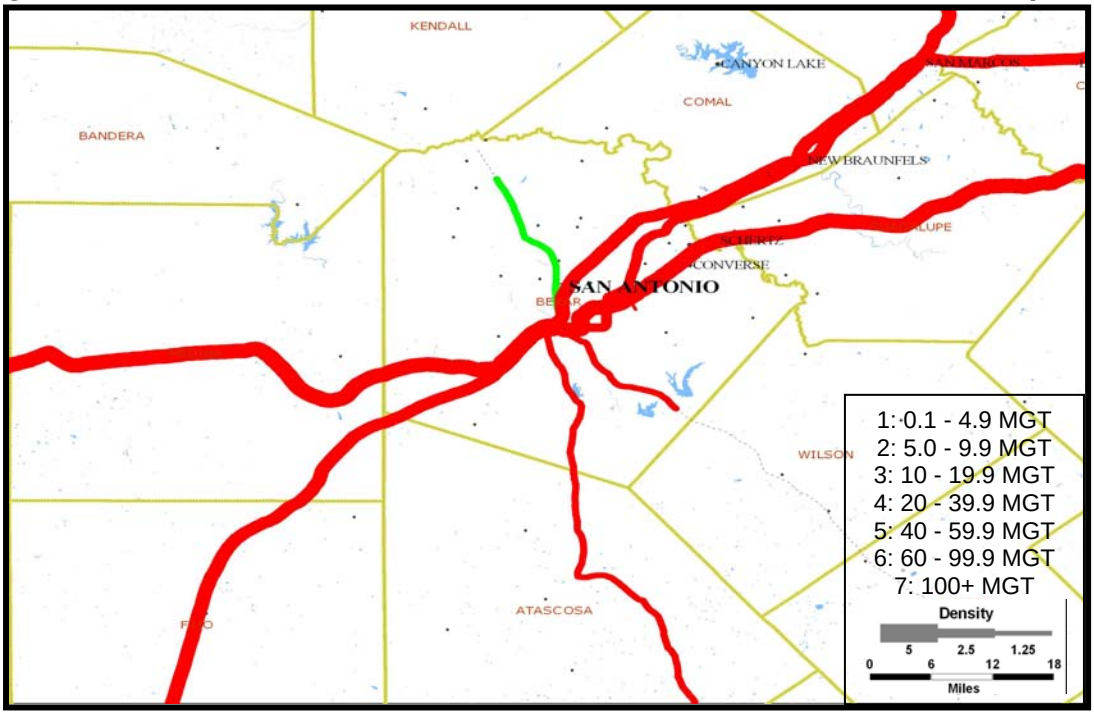
Rail Freight Data

The basic framework of San Antonio's rail network was laid out many years ago, with the construction occurring between 1877 and 1912 according to the Texas Department of Transportation. With the deregulation of the railroad industry in 1980, the railroads have endured increasing competitive pressures from other modes of transportation, especially the trucking industry. This competition has impacted railroad infrastructure improvements and expansion projects to the point where they are done very selectively. As a result, the railroads are turning to the movement of higher profit margin products such as containerized freight. It is predicted that the next 25 years will see tremendous demands placed on the rail network due to international trade growth and rising fuel costs. This may lead to more truck to rail modal shifting and thus longer and heavier trains.

Figure 8.3 depicts the rail density categories for freight originating in, terminating in and local rail freight for the San Antonio region, as defined by the Federal Railroad Association (FRA). The data is supplied in Million Gross Tons (MGT).

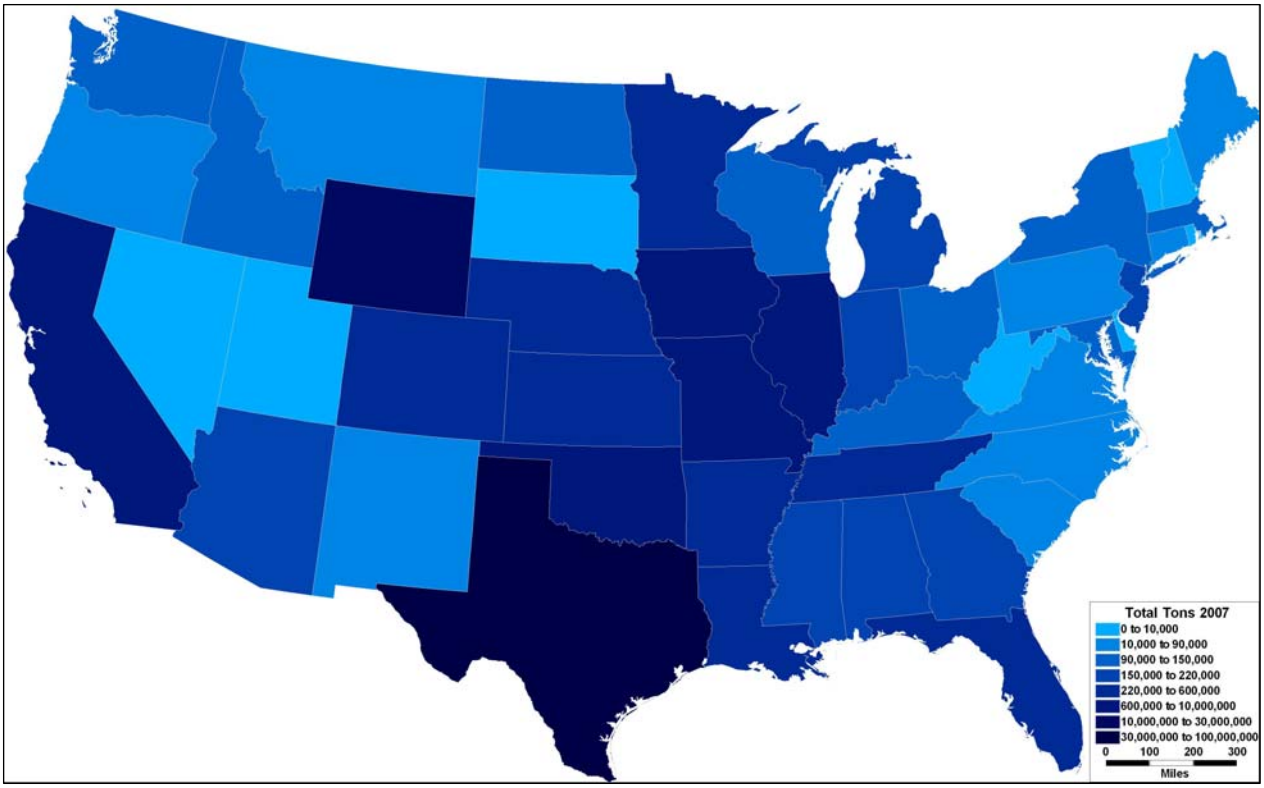
The San Antonio region sees more than twice as many rail terminations as origins by tonnage. In 2007, 64% of the terminating traffic was coal for domestic use, projected to decrease slightly to 60% in 2035 due to increasing diversification of rail commodities. Grains, food and vehicles are also high volume inbound moves. By 2035, total rail traffic in the region, excluding through traffic, is expected to increase by 15% for an average of .5% annually. Domestic rail intermodal is expected to more than double by 2035, growing nearly 3% annually,

Figure 8.3 San Antonio Area Rail Densities in Millions of Gross Tons (MGT)



(Source: IHS Global Insight)

Figure 8.4 Rail Origin and Termination States



(Source: IHS Global Insight)

Trucks move most of the nation's freight and will continue to do so, but rail freight is critical to the freight transportation system, the competitiveness of many industries, and the economies of most states. In the American Association of State Highway and Transportation Officials (AASHTO) Freight Rail Bottom line report, AASHTO reports the following public benefits of the freight-rail system: Transportation System Capacity and Highway Cost Savings, Economic Development and Productivity, Environmental Health and Safety, International Trade Competitiveness and Emergency Response.

Total U.S. rail demand is projected to increase by 4% annually, with rail capacity projected to increase by 2% annually. Total U.S. tonnage is forecast to double by 2025. According to AASHTO, by 2020 there could be 900 million tons of freight added to highways if there are no increases in the rail system, and 450 million tons of freight added to highways if railroads build what they can afford from revenue and loans.

Texas leads the nation in both Rail Freight Originating and Terminating sites with 18 million rail tons originating and 39.6 million tons terminating. In order to improve congestion, air quality and increase safety with the increased demands on rail infrastructure, the Texas Department of Transportation (TxDOT) has been working on rail relocation and improvement studies. Rail improvements and relocations may better enable rail infrastructure for freight, but also for alternative uses such as commuter rail.

Rail relocation is the top priority for the state of Texas to improve congestion, air quality and increase safety. In order to study the infrastructure and operations within the San Antonio region and across the state, in 2007-2008, TxDOT produced six freight studies.

The two studies of significance to San Antonio were the San Antonio Region Freight Study and the Central Texas Rail Relocation Study. The San Antonio Region Freight Study primarily focused on rail relocation and included the existing freight model, necessary freight improvements, rail relocation public/private benefits and costs, the potential for passenger rail and economic development components. The purpose of the San Antonio Region Freight Study was to establish a Master Plan for TxDOT's 12-county wide San Antonio District with evaluations and recommendations for near term, mid-range, and long term improvements and/or activities that may reduce freight mobility impacts within the region. The overall concept was to evaluate freight movements and operations and identify opportunities to increase freight movement efficiency, determine the physical and financial viability of potential improvements, and include an analysis of potential freight corridor connections.

The study includes three phases:

- Phase 1: establish an inventory of the existing freight rail system, conduct a region wide freight rail operational study, identify freight rail constraints, and identify rail and rail/roadway interface safety issues.

- Phase 2: addresses alternatives and associated feasibility for rail system/roadway improvements within the region, model rail system improvement recommendations to develop a realistic cost/benefit analysis, and determine potential freight flows to and from the conceptual Trans Texas Corridor (TTC).

- Phase 3 is intended to determine the feasibility of utilizing existing freight rail lines for potential passenger rail operations.

The San Antonio Region Freight Study and the Central Texas Rail Relocation Study, released on July 30, 2008 contained a visionary plan to reroute Union Pacific (UP) non-local freight trains in the Austin - San Antonio corridors (ASA). The two studies provided analysis of the existing rail network in the central Texas region. The studies used that analysis to identify improvements to the existing system as well as alternative bypass routes that would reroute most UP freight trains between Austin and San Antonio that do not serve local customers. The reports quantify both the public and private benefits for these improvements. Additionally, the studies identified potential rail and roadway improvements including new grade overpasses in conjunction with crossing closures, improvements to the rail infrastructure in San Antonio as well as proposed bypass routes outside the metropolitan area for UP non-local freight. The total for improvements was estimated at $3.8 billion. Any of the proposed new routes between Austin and San Antonio would allow for the implementation of commuter rail service in the I-35 corridor between San Antonio and Round Rock on the existing rail lines.

While the rerouting of trains is further studied, TxDOT has partnered with Amtrak to study the feasibility of providing additional intercity passenger rail service between Round Rock and San Antonio along the existing tracks in the same manner Amtrak travels now. This could include upgrades to the existing infrastructure providing public benefits such as improving safety and air quality and alleviating congestion.

Phase 3 of the San Antonio Region Freight Study has begun and expected completion is in 2010. Phase 3 includes TxDOT's study of all existing lines in the San Antonio region and the ASA Rail Corridor alternatives.

In 2005 the Texas Legislature approved a constitutional amendment creating the Texas Rail Relocation and Improvement Fund. The purpose of the fund is to relocate and improve public or private rail facilities. The Rail Relocation Fund could be used throughout the State to improve freight mobility and relieve traffic congestion. In the Austin-San

Antonio Corridor, the fund could be used to relocate Union Pacific's through-freight away from the heavily populated cities in the corridor. In 2009, the State Legislature appropriated $182 million in Texas Rail Relocation Funding, $91 million per year for two years, which includes the possibility in bondable funds for those years.

Domestic Air Freight

In 2007, inbound domestic air cargo with a ground transportation component only accounted for 24,756 tons. Outbound consisted of 15,530 tons. The San Antonio International Airport is not a major domestic cargo hub; therefore this type of traffic is expected to increase by 35% by 2035, with slow average annual growth of only 1.1%.

The Local Freight Picture

NAFTA related trade continues to impact the San Antonio metropolitan area and will continue to do so, growing at a faster rate than what was earlier anticipated. The growth in freight movement and the growth in local population and employment will increase the level of service on local freeways. Figure 8.5 describes total truck originations and terminations by country for the U.S., Canada and Mexico in the forecasted time period.

Figure 8.5 Truck Originations and Terminations by Country

(Source: IHS Global Insight 2009)

According to Global Insight, in the forecasted time period, and as described by the pie charts above, total truck originations and terminations are predicted to grow from 91.3 million tons in 2007 to 119 million tons in 2035. Additionally, NAFTA through traffic is expected to grow from 133 million tons in 2007 to 298 million tons in 2035.

Some of the results of this data are as follows:

- The San Antonio region is a major link in the nation's transportation network.
- Through truck traffic comprises about 60% of total truck traffic in the area, and is growing.
- San Antonio area counties consume more truck freight than they produce.
- By 2035, total truck traffic in the region is expected to increase by nearly 85%.

This demonstrates the intense need for additional freight transport capacity.

Union Pacific Railroad has predicted that the economic effect of the new terminal in San Antonio will total between $2.5 billion and $3 billion during the next 10 years. The 300-acre terminal can process about 180,000 containers per year with a growth capacity of 250,000. Furthermore, this new facility will reduce congestion and improve air quality. Because of its location, the terminal will reduce truck congestion in San Antonio by about 80,000 trucks per year. According to Union Pacific, the terminal is equipped with the latest processing technology, including biometrics gear that, when recording a truck driver's fingerprints, can identify the carrier and freight involved. Processing times are reduced to between 30 and 60 seconds per container from 5 to 10 minutes. That limits idling time and improves air quality.

The National Freight Picture

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998 according to the Federal Highway Administration. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion. Freight moves throughout the U.S., according to the Federal Highway Administration, on 985,000 miles of Federal –aid highways, 141,000 miles of railroads, 11,000 miles of inland waterways and 1.6 million miles of pipelines.

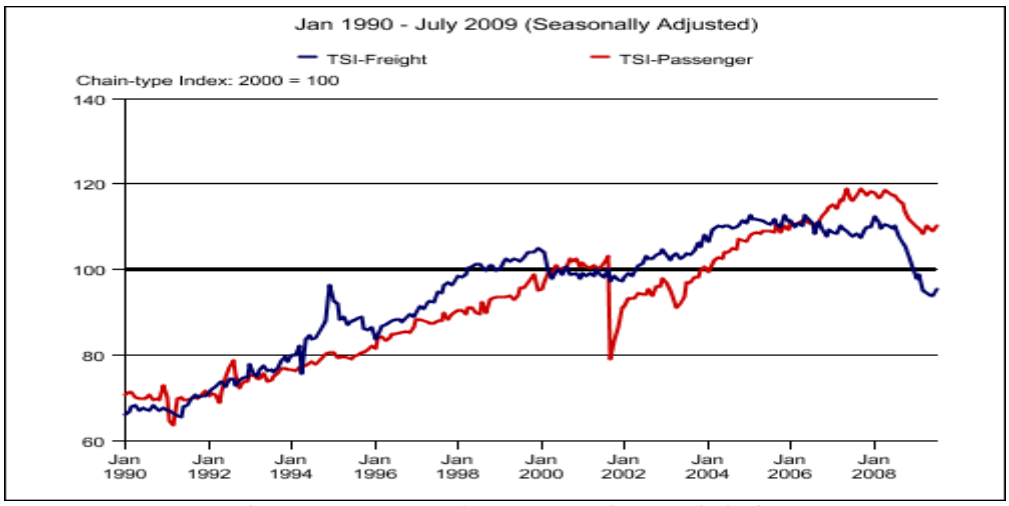
Recent trade activity points towards a downward trend. However, this is due to the current state of the economy and as the economy rebounds, trade is expected to trend a great deal upward by 2035. According to the Bureau of Transportation Statistics, trade using surface transportation between the United States and its North American Free Trade Agreement (NAFTA) partners Canada and Mexico was 35.4 percent lower in May 2009 than in May 2008, the biggest decline from the same month of the previous year on record. Still, Texas led all states in surface trade with Mexico in May 2009 with $6.2 billion.

During a recent 2009 Freight Transportation Research conference, freight presenters stated that the economy has bottomed out for the freight transportation industry, but recovery will be slow and uneven. Among the presentation themes, most suggested a gradual growth in freight volumes, noting that freight transportation will continue to be a

buyer's market in the near term as depressed freight volumes and substantial excess capacity will continue to be the rule and freight carriers might not reach equilibrium until 2011, unless there's a more rapid recovery than expected.

Even though numbers are down during the economic recession, as shown in Figure 8.6, freight continues to trend upward over time and we will continue to be in need of both truck and rail freight improvements.

Figure 8.6 Freight Trends



(Source: Bureau of Transportation Statistics)

9. Environmental Concerns

Accomplishments Over the Past Five Years

One of the most significant accomplishments over the past five years is the successful completion of the Early Action Compact (EAC) for air quality. The EAC served as a blueprint for the region specifying voluntary measures to reduce ground level ozone and improve air quality. San Antonio was the first region in the country to sign and successfully complete an EAC. Local organizations and businesses committed to implementing control measures more quickly than required by the Environmental Protection Agency (EPA). The EAC, known locally as The Clean Air Plan, called for early implementation of air quality measures to avoid the penalties associated with a non-attainment designation. In exchange for accelerated implementation of air quality control strategies at the state and local levels, Comal, Guadalupe and Bexar Counties received a deferred non-attainment designation by the EPA for the 8-hour ozone National Ambient Air Quality Standards. The deferred status remained for the duration of the EAC, and in 2008, the EPA designated the area in attainment for ozone.

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU) defined environmental goals that included better integration of metropolitan and statewide planning with the National Environmental Policy Act (NEPA) activities. SAFETEA-LU also required the MPO's Metropolitan Transportation Plan (MTP), to include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The San Antonio-Bexar County and Capital Area (Austin) MPOs initiated these activities in 2006 with a joint regional "Linking NEPA and Planning Summit" that included representatives from the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Texas Parks and Wildlife Division, U.S. Air Force, and other agencies involved in resource protection, conservation, and stewardship and delivery of transportation plans and programs. The "Linking Planning & NEPA" Summit discussed and shared information on how transportation planning at both MPOs could be integrated with NEPA, as well as address the SAFETEA-LU requirements for the MTP. At the summit the MPOs presented information on the MTP development process and shared the most current environmental data.

During the last five years there has been continued concern among various groups to look after and preserve the water resources in the San Antonio area. Much of this focus has been centered around protecting the Edwards Aquifer, the primary source of drinking water for the area. It is important for governmental entities, private corporations and citizens to work together to direct urban development away from the aquifer, or mitigate the situation, by control of infrastructure development. It is anticipated that as development in San Antonio continues in these environmentally sensitive areas, the efforts of interested groups will expand even further.

Background

Environmental issues in transportation planning continue to be a priority. The passage of the National Environmental Policy Act (NEPA) in the 1970s brought the significance of environmental issues to the forefront. NEPA mandated an environmental assessment for every federally funded project with the potential to impact the environment. If the impact will be significant then an Environmental Impact Statement (EIS) must be prepared. The EIS requires documentation of adverse and positive environmental impacts, and an evaluation of alternatives. This chapter discusses local environmental issues: Linking NEPA and Planning, air quality and water.

Linking Planning and NEPA

In December 2006 the FHWA changed the "Linking Planning and NEPA" to "Planning and Environment Linkages", or PEL. This is an umbrella term for the many environmental issues that should be considered and used in the planning process to improve the environment. PEL addresses many of the concerns addressed under NEPA, such as environmental effects, endangered species, wetlands, and cultural preservation. It also includes Linking Planning and NEPA activities and concepts regarding how to conduct transportation planning-level choices and analyses so they may be adopted or incorporated into the process required by NEPA. PEL pertains to a wider array of issues and topics, including planning-level interagency consultation and coordination.

The MPO utilizes PEL as an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage, and carries them through project development, design, and construction. The MPO strives for a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation.

Environmental Analysis Tools

Currently, an MPO's long range transportation plan must include a discussion on types of potential environmental mitigation activities to be developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies. In order to achieve these provisions, the MPO utilizes three types of GIS based tools, the Geographic Information System Screening Tool (GIS-ST), the Texas Ecological Assessment Protocol (TEAP) and the recently acquired NEPAssist. The GISST is a GIS-driven environmental assessment and data management tool for environmental streamlining. GISST uses ArcGIS to identify and map environmental concerns and to screen potential projects. Activities are underway to expand the GIS-ST to better support NEPA transportation needs. The TEAP is a planning and screening-level assessment tool that uses existing data available from the statewide GIS grid to identify ecologically important resources throughout Texas.

NEPAssist, is an innovative tool that facilitates the environmental review process and project planning in relation to environmental considerations. This web-based application draws environmental data dynamically from EPA regions' Geographic Information System databases and provides immediate screening of environmental assessment indicators for a user-defined area of interest. These features contribute to a streamlined review process that potentially raises important environmental issues at the earliest stages of project development and can be used in project planning.

The addition of environmental data layers continues as they become available through MPO staff efforts and our partnership with resource agencies. This interagency consultation supports the identification of long range projects that will affect an environmental variable, such as wetlands, habitat, species, and floodplains. Figure 9.1 shows examples of GIS-ST maps.

Figure 9.1 Sample GIS-ST Map: % Agricultural Land

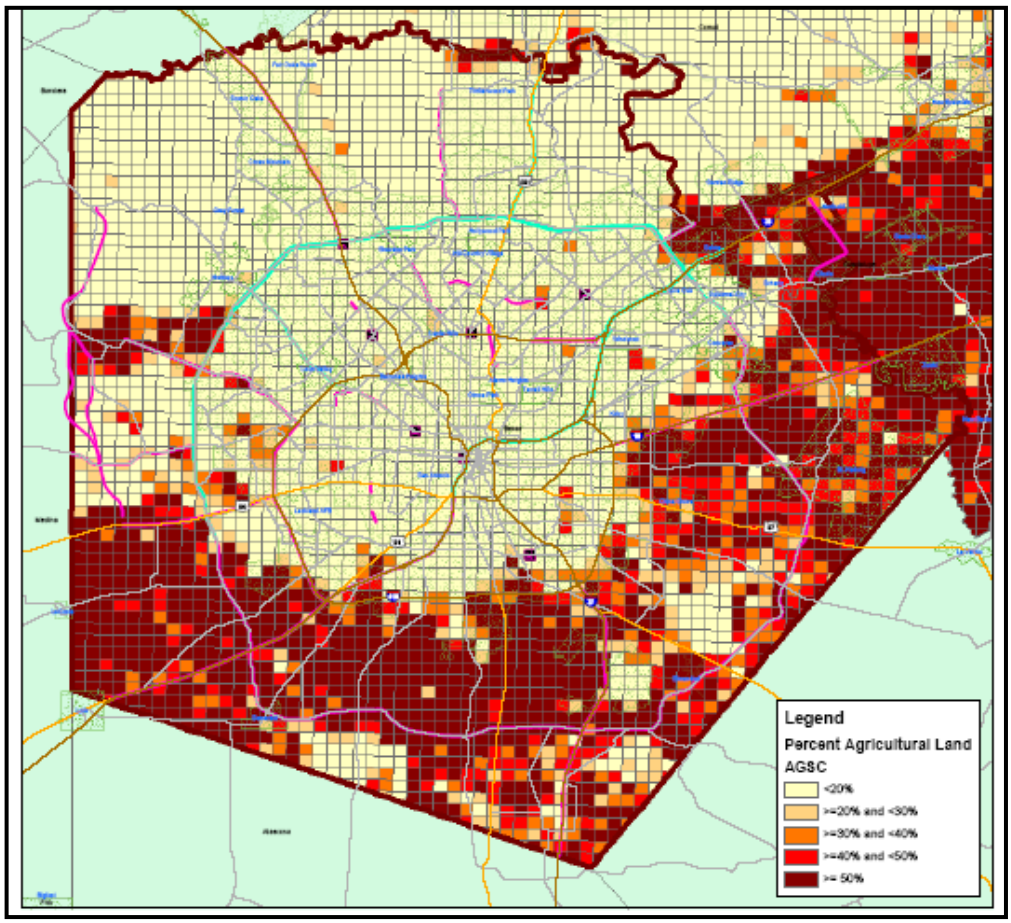
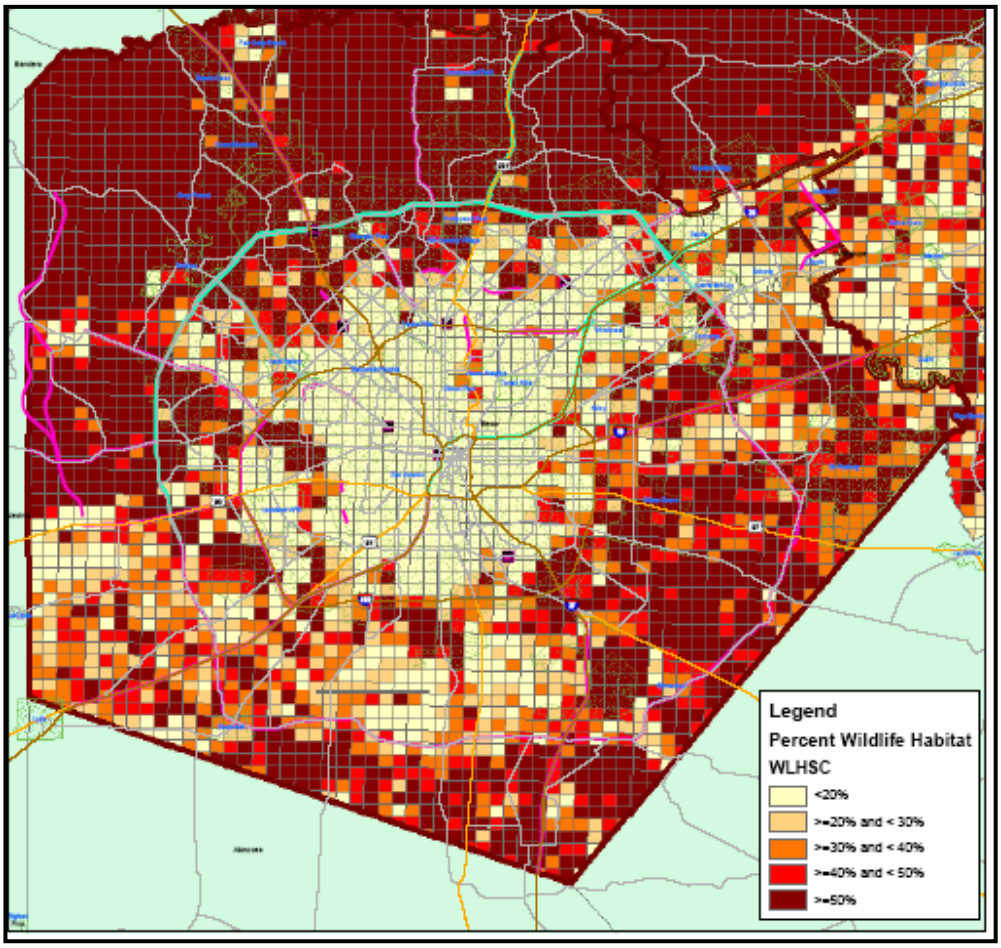


Figure 9.2 Sample GIS-ST Map: % Wildlife Habitat



Environmental Mitigation Activities

GIS-ST maps are used to note the potential impact of projects alignment concerning the following environmental sensitivities:

- Water Quality
- Percent Floodplain
- Percent Wildlife habitat
- Percemt Agriculture
- Edwards Aquifer
- Environmental Justice
- Threatened and Endangered Wildlife (state/federal)

The MPO has included these ecological sensitivities for each project in the funded roadway project listing found in Chapter 12. The associated list of potential mitigation activities for each sensitivity can be found in Table 9.1. This was accomplished through the interagency consultation as identified in SAFETEA-LU Section 6001.

Table 9.1 Criteria for Potential Environmental Mitigation Strategies

Criteria Group	Source	Description	Potential Strategies
Water Quality	GIS-ST	Ecologically Significant Stream Segments, Percent Wetlands, Total Maximum Daily Load (TMDL)	Avoid rivers, creeks and other waterways to protect water quality as well as reviewing areas where wetland/stream restoration, enhancement or creation will occur.
Floodplain	GIS-ST	Percent Floodplains	Avoid or minimize adverse effects to ecological area through the preservation of land for parks and trails. Establish and use a regional approach to land preservations if direct preservation of a specific resource is not reasonably feasible. Avoid and minimize adverse impacts through project alignment and design.
Wildlife Habitat	GIS-ST	Percent Wildlife Habitat	Avoid or minimize adverse effects to ecological area through the preservation of wildlife habitats. Establish and use a regional approach to land preservations if direct preservation of a specific resource is not reasonably feasible. Avoid and minimize adverse impacts through project alignment and design.
Agriculture Land	GIS-ST	Percent Agriculture Land	Avoid or minimize adverse effects to ecological area through the preservation of agriculture land and open space. Establish and use a regional approach to land preservations if direct preservation of a specific resource is not reasonably feasible. Avoid and minimize adverse impacts through project alignment and design.
Edwards Aquifer	GIS-ST/ Edwards Aquifer Authority	Edwards Aquifer Recharge Zone and Recharge/ Transition Zone Boundary/Contributing Zone/Contributing Zone within Transition Zone	Avoid or minimize impacts to the aquifer through the use of the Edwards Aquifer Rules. Implement mitigation measures through design, the use of native landscaping, minimizing pesticides and fertilizers and the use of permeable surfaces to reduce impacts on ground water recharge.
Environmental Justice	U.S. Census/MPO	Areas identified as environmental justice through the 2000census tracts expanded to the Transportation Analysis Zone level (TAZ)	Avoid or minimize adverse effects through project alignment and design. Implement other transportation projects or programs that correct or minimize the adverse impacts.
Threatened and Endangered Wildlife	GIS-ST	State Threatened and Endangered Wildlife and Federal Threatened and Endangered Wildlife	Avoid or minimize adverse effects to ecological area through the preservation of threatened and endangered wildlife. Establish and use a regional approach to land preservations if direct preservation of a specific resource is not reasonably feasible. Avoid and minimize adverse impacts through project alignment and design.

The MPO's PEL are coordinated with local, state and federal regulatory and resource agencies, presented annually to the MPO's Technical Advisory Committee (TAC) and updated on the MPO's website.

Environmental Impacts of the Growth Scenarios

Consistent with the emphasis on linking planning and environmental considerations , MPO staff undertook an environmental analysis of the 2005 base year demographic scenario, each of the three potential demographic growth scenarios (Current Trend Development, Transit Oriented Development and Infill Development) and the selected growth scenario (combination of Transit Oriented Development and Infill Development). For additional information on the MPO's scenario planning efforts, please see Chapter 2. For this analysis, the year 2035 population and employment distribution, at the traffic analysis zone level, of each of the growth scenarios, was converted to 'area type' for ease of analysis. Area Types used were, in order of highest to lowest density, Central Business District, Urban Fringe, Urban Residential, Suburban Residential, and Rural.

Geographic Information System Screening Tool (GISST) data layers were used to identify high-level environmental encroachment differences between the base year dat1, the three initial growth scenarios and the adopted growth scenario. The GISST data layers used were:

- Edwards Aquifer
- Percent Wetlands
- Percent Wildlife
- Percent Agriculture Lands
- Managed Lands
- Total Maximum Daily Load (water quality), and
- Federal and State Threatened and Endangered Species

The environmental analysis showed the adopted scenario, combination of Transit Oriented Development and Infill Development, had the lowest encroachment on the environmental sensitivities identified above, followed by the Infill Development scenario. The Current Growth Trend development scenario resulted in the greatest potential for negative environmental impacts. The information is summarized in Table 9.2.

Table 9.2 Growth Scenarios and Environmental Impacts
(impacts are shown in square kilometers)

	2005 Base Year	2035 Current Trend Development Scenario	2035 Transit Oriented Development (TOD) Scenario	2035 Infill Development Scenario	2035 Adopted Scenario (combination of TOD and Infill)
Percent Agriculture Lands					
Suburban Residential on 20-30% Agriculture Land	49	96	97	74	82
Urban Residential on 20-30% Agriculture Land	2	8	10	7	9
Urban Fringe on 20-30% Agriculture Land	1	7	4	4	4
Central Business District on 20-30% Agriculture Land	0	0	0	0	0
Suburban Residential on 30-40% Agriculture Land	39	82	73	71	73
Urban Residential on 30-40% Agriculture Land	5	5	5	8	12
Urban Fringe on 30-40% Agriculture Land	0	5.5	0	4	4
Central Business District on 30-40% Agriculture Land	0	0	0	0	0
Suburban Residential on 40-50% Agriculture Land	31	83	81	70	66
Urban Residential on 40-50% Agriculture Land	1.25	1	5	10	2
Urban Fringe on 40-50% Agriculture Land	0	2	1	2	3
Central Business District on 40-50% Agriculture Land	0	0	0	0	0
Suburban Residential on <50% Agriculture Land	56	406	295	300	275
Urban Residential on <50% Agriculture Land	1	2.5	8	10	1
Urban Fringe on <50% Agriculture Land	0	1	10	2	1
Central Business District on <50% Agriculture Land	0	0	0	0	0
Managed Lands					
Suburban Residential on *Present*	66	131	75	79	77
Urban Residential on *Present*	5	17	31	17	17
Urban Fringe on *Present*	28	30	31	33	31
Central Business District on *Present*	0.5	6	6	6	5
Edwards Aquifer					
Suburban Residential over the Edwards Aquifer Re-charge Zone	109	166	156	115	117
Urban Residential over the Edwards Aquifer Re-charge Zone	20	46	21	29	27
Urban Fringe over the Edwards Aquifer Re-charge Zone	3	14	16	9	8
Central Business District over the Edwards Aquifer Re-charge Zone	0	0	0	0	0

Table 9.2 Growth Scenarios and Environmental Impacts
(impacts are shown in square kilometers)

	2005 Base Year	2035 Current Trend Development Scenario	2035 Transit Oriented Development (TOD) Scenario	2035 Infill Development Scenario	2035 Adopted Scenario (combination of TOD and Infill)
Total Maximum Daily Load (Water Quality)					
Suburban Residential on *TMDL*	79	189	155	153	153
Urban Residential on *TMDL*	10	21	29	16	22
Urban Fringe on *TMDL*	18	24	26	31	26
Central Business District on *TMDL*	2	3.5	4	4	3.5
State & Federal Threatened and Endangered Species (T&E)					
Suburban Residential on *Identified* T&E	11	19	14	13	12
Urban Residential on *Identified* T&E	0	1	1	2	1
Urban Fringe on *Identified* T&E	1	1	1	1	0
Central Business District on *Identified* T&E	0	0	0	0	0
Percent Wetlands					
Infringement	0	0	0	0	0
Percent Wildlife Habitat					
Suburban Residential on 20-30% Wildlife Habitat	64	147	112	113	106
Urban Residential on 20-30% Wildlife Habitat	23	26	25	23	23
Suburban Residential on 20-30% Wildlife Habitat	11	14	24	35	22
Central Business District on 20-30% Wildlife Habitat	0	2	1	2	2
Suburban Residential on 30-40% Wildlife Habitat	69	174	141	131	123
Urban Residential on 30-40% Wildlife Habitat	18	13	16	22	14
Urban Fringe on 30-40% Wildlife Habitat	7	15	19	19	22
Central Business District on 30-40% Wildlife Habitat	1	1	2	2	1.5
Suburban Residential on 40-50% Wildlife Habitat	73	177	139	130	124
Urban Residential on 40-50% Wildlife Habitat	12	22	20	27	27
Urban Fringe on 40-50% Wildlife Habitat	5	13	20	26	18
Central Business District on 40-50% Wildlife Habitat	0	0.25	1	1	1
Suburban Residential on <50% Wildlife Habitat	306	712	612	498	505
Urban Residential on <50% Wildlife Habitat	35	58	45	70	61
Urban Fringe on <50% Wildlife Habitat	13	49	24	41	43
Central Business District on <50%Wildlife Habitat	1	0.25	1	0	0.5

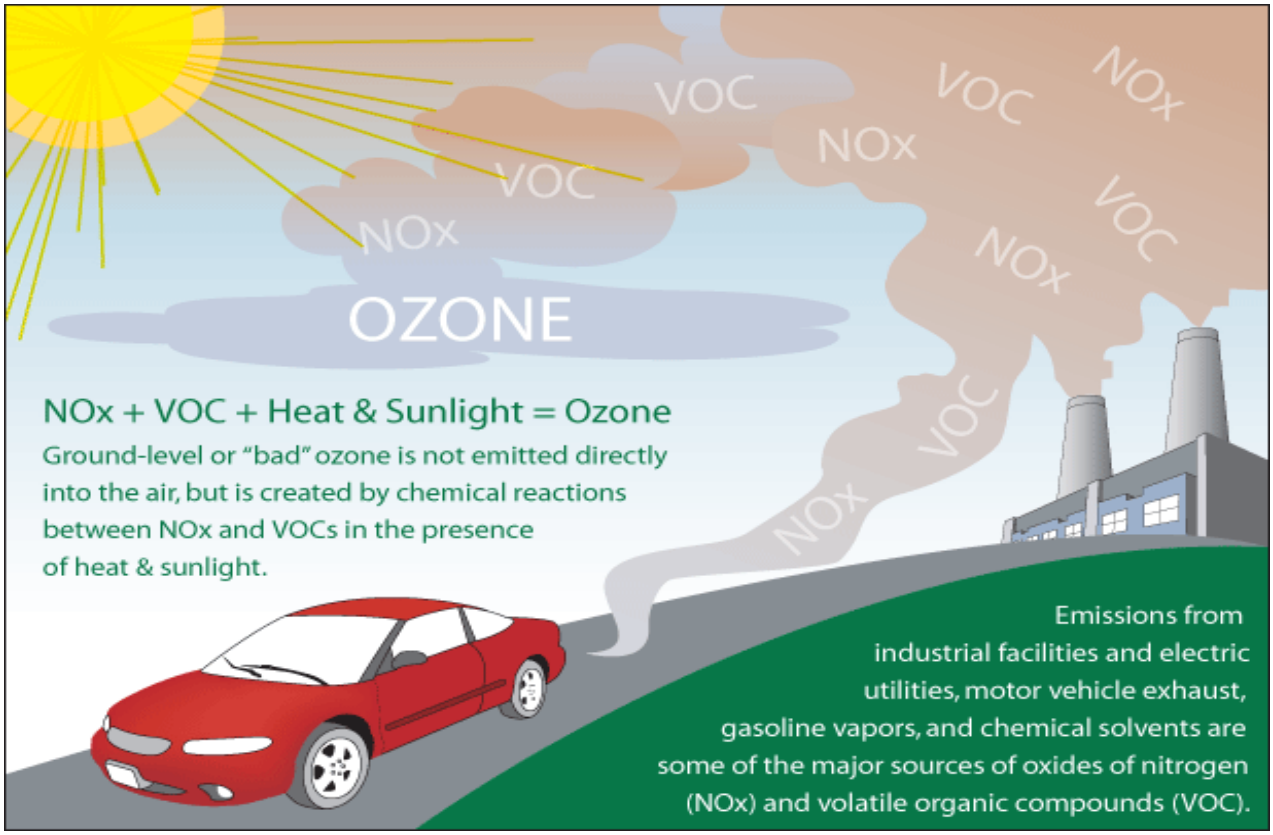
Air Quality Issues

The ratification of the Clean Air Act of 1970, resulted in a major shift of the federal government's role in air pollution control. This legislation authorized the development of comprehensive federal and state regulations to limit emissions from both stationary (industrial) sources and mobile sources. Four major regulatory programs were initiated: the National Ambient Air Quality Standards (NAAQS) State Implementation Plans (SIPs), New Source Performance Standards (NSPS), and National Emission Standards for Hazardous Air Pollutants (NESHAPs). The Environmental Protection Agency was created on May 2, 1971 in order to implement the various requirements included in the Clean Air Act.

The Clean Air Act required areas to create plans to meet the air quality standards and set deadlines for achieving those standards. Using this authority, the Environmental Protection Agency has promulgated air quality standards for six air pollutants: sulfur dioxide (SO_2), particulate matter (PM2.5 and PM10), nitrogen dioxide (NO_2), carbon monoxide (CO), ozone, and lead. The Act required the Environmental Protection Agency to review the scientific data upon which the standards are based, and revise the standards, if necessary, every five years. Originally, the Act required that the air quality standards be attained by 1977 at the latest, but states experienced widespread difficulty in complying with this deadline. As a result, deadlines have been extended several times. Under the 1990 Clean Air Act Amendments, areas not in attainment with the air quality standards were required to meet special compliance schedules, staggered according to the severity of an area's air pollution problem. In a major departure from the prior law, the 1990 Clean Air Act Amendments group nonattainment areas into classifications based on the extent to which the air quality standard is exceeded, and establish specific pollution controls and attainment dates for each classification. The classifications are as follows: Marginal, Moderate, Serious, Severe, and Extreme. Areas with more severe air pollution problems have a longer time to meet the standards, but also have more stringent control requirements placed on them.

Currently, air pollutants are monitored on a daily basis. These pollutants include ozone, carbon monoxide, and particulate matter. A community may be in attainment for one of these pollutants and non-attainment for another. As stated earlier, the issue in San Antonio with regard to air quality is ground level ozone. However, unlike the other pollutants, ozone is not directly emitted, but is formed by the interaction of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the presence of sunlight as shown in Figure 9.3. Therefore, the control of ozone is based on regulating emissions of VOCs and NOx.

Figure 9.3 Ozone Formation



Setting the Standard

In April 2004, the Environmental Protection Agency published revisions to the air quality standards. A key modification to the ozone standard was a change in averaging time, thus strengthening the standard. Formerly, measurements of ozone were averaged over a one-hour block of time, but the new requirement increased the time to an eight-hour period. Due to these stricter standards more areas throughout the nation were labeled non-attainment. The Environmental Protection Agency is required to revisit the air quality standards every five years and set new standards if deemed necessary to protect public health with "an adequate margin of safety". In March 2008, the Environmental Protection Agency significantly strengthened the air quality standards again, by lowering the ozone standard from 85 parts per billion (ppb) to 75 ppb. These changes will again increase the number of areas to receive non-attainment status, but at the same time improve both public health and the protection of sensitive trees and plants. The San Antonio region met the 2004 standard of 85 ppb, but has not consistently stayed under the 2008 standard of 75 ppb. However, for the three year rolling average of 2007, 2008 and 2009 the San Antonio region came in under the new stricter 2008 standard. However, since the release of the 2008 Ozone Standard, it has been subject to legal challenges from both sides - those who hope to make it more stringent and those seeking relief from it. While the lower standard of 75 ppb will yield more public health benefits, it was not set as low as the Environmental Protection Agency's scientific advisors had recommended. Since the Clean Air Act makes

science the preeminent criterion in the standard setting process, many who felt it should be lower did not believe that the Environmental Protection Agency followed the Act correctly in revising the standard.

In 2009, the Justice Department asked a federal court to refrain from hearing arguments for 180 days "to give the Obama administration an opportunity to determine whether the standards 'should be maintained, modified or otherwise reconsidered.' " On September 16, 2009, the Environmental Protection Agency announced the agency would "reconsider" the 2008 national ozone standard to ensure they are scientifically sound and protective of human health.

According to the Environmental Protection Agency, the agency will conduct a thorough review of the science that guided the 2008 decision, including more than 1,700 scientific studies and any public comments from that rulemaking process. The Agency will also review the findings of the Environmental Protection Agency's independent Clean Air Scientific Advisory Committee, which recommended stronger smog standards.

The Environmental Protection Agency has stated that it will move quickly to implement any new standards that might result from the reconsideration. To reduce the workload for states during the interim period of reconsideration, the agency will propose to stay the 2008 standards for the purpose of attainment and nonattainment area designations. The Environmental Protection Agency has noted that it will work with states, local governments and tribes to ensure that air quality is protected during that time.

Originally, designations under the 2008 Ozone Standard would have been made in March 2010, with transportation conformity due within on year from that date. Now, the Environmental Protection Agency has stated that it will propose revisions to the ozone standards by December 2009 and will issue a final decision by August 2010. Final designations will be made in August of 2011 with transportation conformity due a year from that date. Therefore, the designation process has been delayed for those who may fail the 2008 Ozone Standard this year.

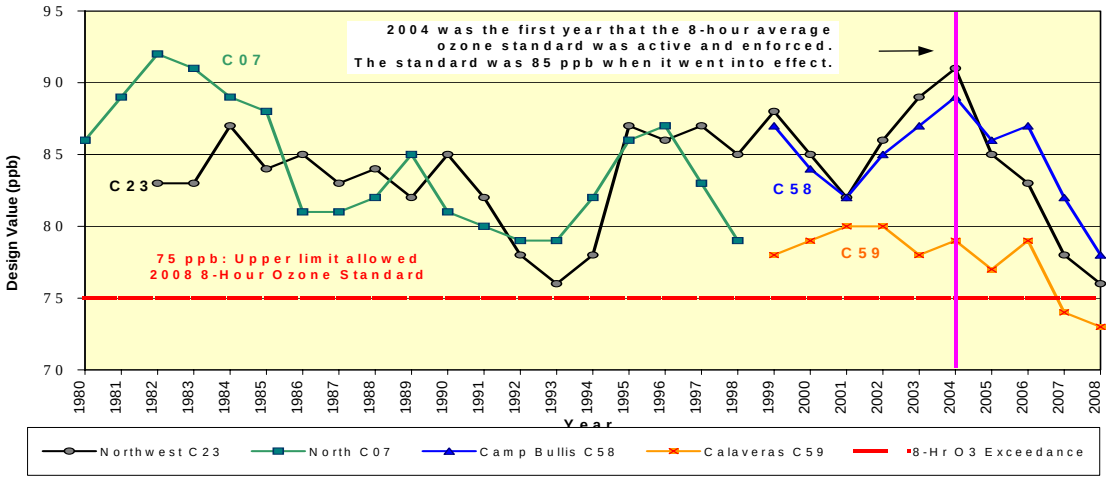
Local Air Quality Conditions

The MPO study area currently has several Continuous Air Quality Monitoring Systems (CAMS), that record ozone levels daily. The regulatory ozone CAMS include the San Antonio Northwest (C23), Camp Bullis (C58), Calaveras Lake (C59), Pecan Valley (C678) and the CPS Heritage Middle School (C622). In addition, the Alamo Area Council of Governments (AACOG) operates six non-regulatory ozone monitoring sites across the region during the ozone season.

Currently, the ozone regulation for the San Antonio region is based on the 2008 8-hour ozone average of 75 ppb. To meet the eight-hour standard, the community's "three-year average of the annual fourth-highest daily maximum eight-hour concentration measured at each monitoring site" must be less than 75 ppb. Figure 9.4 shows the areas 8-hour design value trends by CAMS site for the years 1980-2008.

Figure 9.4 San Antonio Eight-Hour Design Value Trends by Site

(Source: July 2009 Air Tech AACOG presentation)



Local Trends

In this region, on-road vehicles are the largest single source of all ozone precursors, the gases that mix and react in the atmosphere to make ozone. Fortunately, improvements in technology have had a considerable effect on the reduction of air pollution (emissions from new vehicles have declined over time as emission controls and fuel efficiency have improved). Further improvements in fossil-fuel burning vehicle emissions will, however, have less significant impacts. Data from derived from the *Cars are Getting Cleaner, but People are Driving More* publication by the Environmental Protection Agency shows that nationwide between 1960 and 2000 the average hydrocarbon emissions per-vehicle decreased by about 15 grams per mile. During that same period, vehicle miles traveled rose by approximately 1600 billion miles. It is projected that by the year 2015, hydrocarbon emissions per vehicle will be less than 1 gram per mile, while vehicle miles traveled (VMT) will increase to approximately 3,400 billion miles.

According to the Competitive Enterprise Institute, throughout the metro areas in the nation, vehicle miles of travel are predicted to increase at a much higher rate than population growth. Therefore, in order to reduce criteria pollutants, even though we have cleaner vehicles, we must reduce vehicle miles of travel. Reduction in the growth of vehicle miles of travel requires behavioral changes rather than solely relying on improvements in technology. The challenge is to reduce the length of most trips and to identify and implement strategies to encourage walking, bicycling and transit use.

In the San Antonio area, vehicle miles of travel are also expected to increase. In the next 25 years, population in the area is expected to increase 1.4% annually estimating over 2 million people in the region by 2035. During the same period, employment is anticipated to increase 2% per year with 1.2 million persons employed in the area by 2035. Therefore the area must rely on other alternatives to achieve the emission reductions it needs to improve air quality.

On-Road vehicles emit various types of pollutants into the air. According to Bexar County emission inventory of ozone forming pollutants, there are 127.8 tons of VOCs and 194.4 tons of NOx emitted daily in Bexar County from all man-made sources (power generation, vehicles, aircraft, etc.) in 2005. See Figures 9.5 and 9.6. This amounts to a total of 155 pounds of the two pollutants combined for each Bexar County resident per year. "On-road" transportation sources account for 30% and 49%, respectively, of the total emissions of the two pollutants. Additionally, an estimated 10 tons per day of VOCs are emitted in Bexar County as a result of vehicle refueling operations according to the AACOG Report, Emissions Trend Analysis for the San Antonio MSA: 1996, 1999, 2002, 2005, 2008, 2013, & 2018.

Figure 9.5 2005 Bexar County Man-made VOC Emissions (127.79 tons/day)

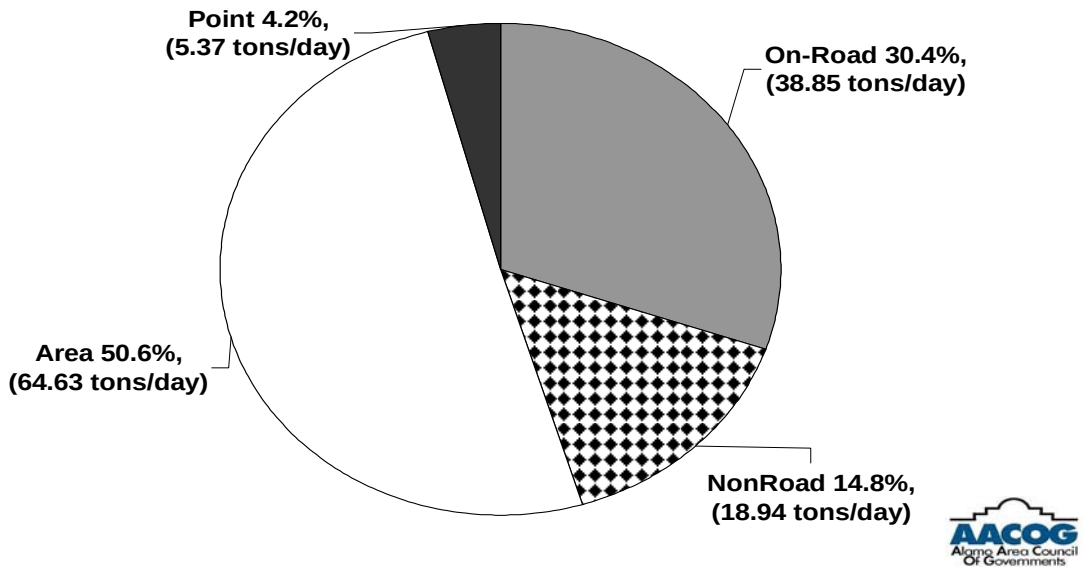
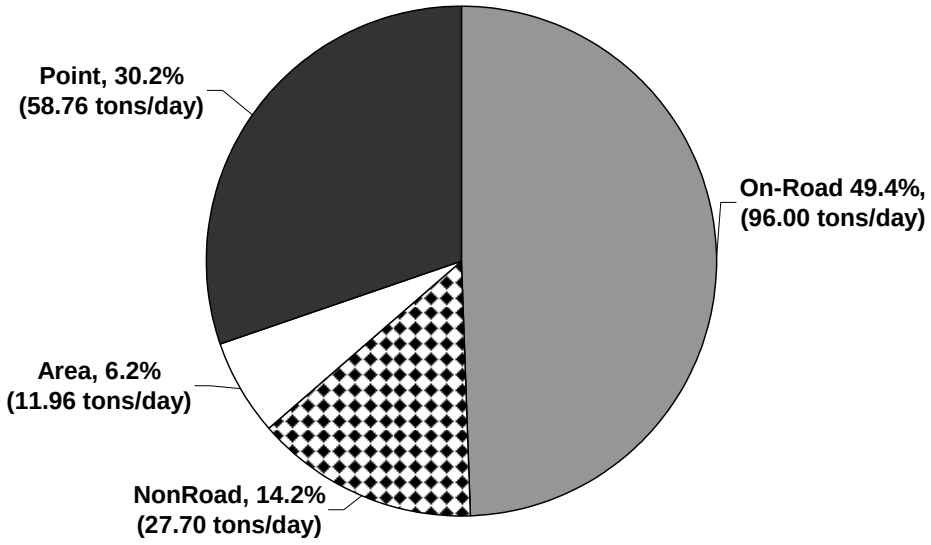


Figure 9.6 2005 Bexar County NOx Emissions (194.4 tons/day)



Motor Vehicle Emissions Scale of Impact

The Clean Air Act of 1963 and subsequent amendments set federal emissions-control standards for all new cars and light trucks sold in the United States. The Clean Air Act Amendments in 1990 established more stringent "Tier 1" emissions standards, which became effective in 1994. The Clean Air Act Amendments also required studying more stringent "Tier 2" emission standards. In 1999, the Environmental Protection Agency determined that these were needed and cost-effective. Starting in 2004, all classes of passenger vehicles, including sport-utility vehicles, and light trucks, had to comply with new average tailpipe standards of .07 grams per mile for nitrogen oxides.

There has been progress towards the original goals set out in the 1970 Clean Air Act. However, as clean as vehicles have become, we have reached a point where we still need further reductions.

Air Quality Mitigation Efforts

During the Ozone Season, from April through October, the Texas Commission on Environmental Quality (TCEQ) designates an Ozone Action Day (known locally as an Air Quality Health Alert Day) when meteorologists predict that, on the following day, weather conditions will be suited for the production of high ozone levels. Ozone Action Days are broadcast across the region by the National Weather Service. Notice is given to local officials, news media, business, and industry in participating areas. On Ozone Action Days groups sensitive to the effects of ozone, specifically the elderly, children, and individuals

with lung diseases, are advised to avoid exposure by minimizing time outdoors. In their Air Quality Health Alert for Ozone Action Days, the Texas Commission on Environmental Quality lists a number of steps people can take to improve air quality, including driving less, carpooling, using transit and refueling vehicles and mowing lawns, after 6:00 p.m.

Locally several activities have been implemented to reduce the production of ozone. The use of lower Reid Vapor Pressure gasoline, conversion of fleets to alternative fuels, delayed school start times, encouraging modal shifts (carpool and public transportation), restriction of construction and maintenance activities, and a gas cap replacement program have all contributed to improving air quality. Emissions for both VOC and NOx are expected to continue to decline over the next few years. Many of the emission reductions in the region can be attributed to the mitigation efforts implemented in recent years.

Transportation Conformity and State Implementation Plans

Transportation Conformity will be required if the San Antonio region fails to stay in attainment for ozone. Transportation Conformity addresses air pollution from on-road mobile sources. The Environmental Protection Agency's air quality conformity regulations ensure that metropolitan transportation systems, transportation projects, and federal projects do not cause new air quality violations, exacerbate existing ones, or delay attainment of the standards. In non-attainment areas, these regulations force a determination and offsetting of emission impacts before implementation of transportation plans and projects.

The Clean Air Act requires a general plan to attain air quality standards in all areas of the country and a specific plan for each nonattainment area. Each state is responsible for developing and submitting plans to demonstrate how standards will be achieved, maintained, and enforced.

In Texas, these plans are developed by the Texas Commission on Environmental Quality and are referred to as State Implementation Plans (SIPs). These SIPs show allowable levels of pollutants. The portion of the SIP that deals with the on-road mobile sources emitted in our region is known as Motor Vehicle Emission Budget (MVEB). SIPs are plans that provide the framework for control measures that will improve air quality and achieve or maintain the air quality standards. Conformity to a SIP means that federal activities will not:

- Cause or contribute to any new violation of any standard
- Increase the frequency or severity of any existing violation of any standard; or
- Delay timely attainment of any standard

In order to conform, the MPO's adopted Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), must include an analysis showing that projects

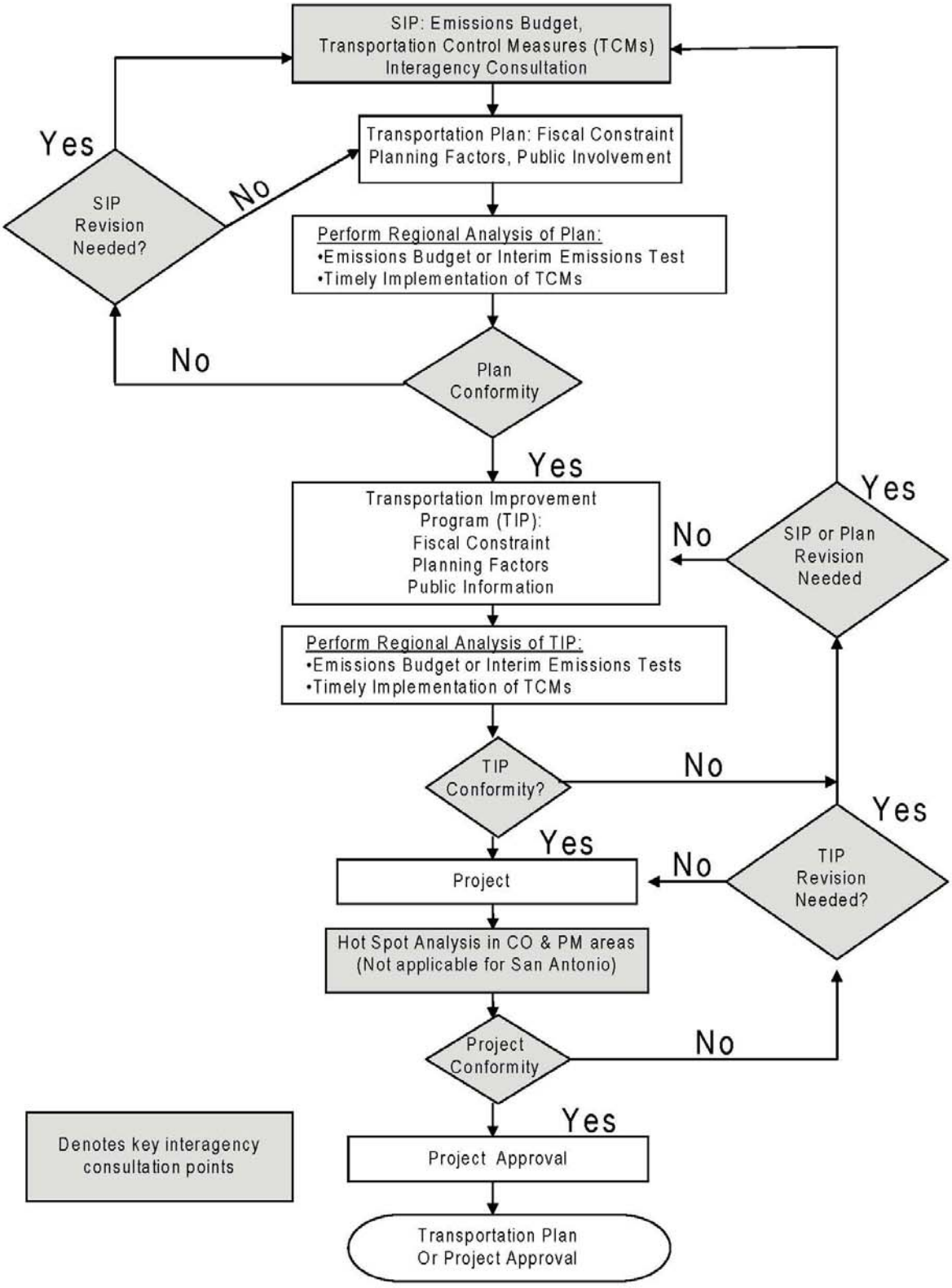
do not negatively impact the air quality. To be in conformity with the SIP, an area's MTP and TIP must be found to result in emissions that are within the SIP's Motor Vehicle Emissions Budget (MVEB). If the MVEB used for SIP compliance is not available, then the MPO must demonstrate conformity using Interim Tests. The projected emissions resulting from the MPO's MTP and TIP must be less than the SIP budget or the Interim Emissions Test to be found in conformity. To ensure a smooth conformity process, there are numerous agencies involved: MPO, Texas Department of Transportation, Texas Commission on Environmental Quality, US DOT (FTA/FHWA), and the Environmental Protection Agency.

Final determinations of conformity for MTPs and TIPs are made by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The transportation conformity process relies heavily on the interagency Consultation Procedures as outlined in the Code of Federal Regulations and the Texas Administrative Code. The MPO and TCEQ are responsible to meet legal public consultation requirements, and the MPO has principal responsibility for demonstrating transportation conformity. FHWA and FTA are responsible for issuing a final conformity determination.

If conformity is not demonstrated, federal funds for highway and transit improvements can be delayed, diverted or in extreme cases even lost. Only a few projects can move forward in a lapse, these include: SIP transportation control measures, safety projects, rehabilitation projects and those projects that do not have a negative impact on air quality.

If designated as non-attainment for ozone, the MPO has one year to complete the transportation conformity process. The extensive conformity process is shown in Figure 9.7. A conformity determination is required every time a new or amended long range plan (MTP) or short range plan (TIP) is adopted (unless only adding exempted projects).

Figure 9.7 Transportation Conformity Process

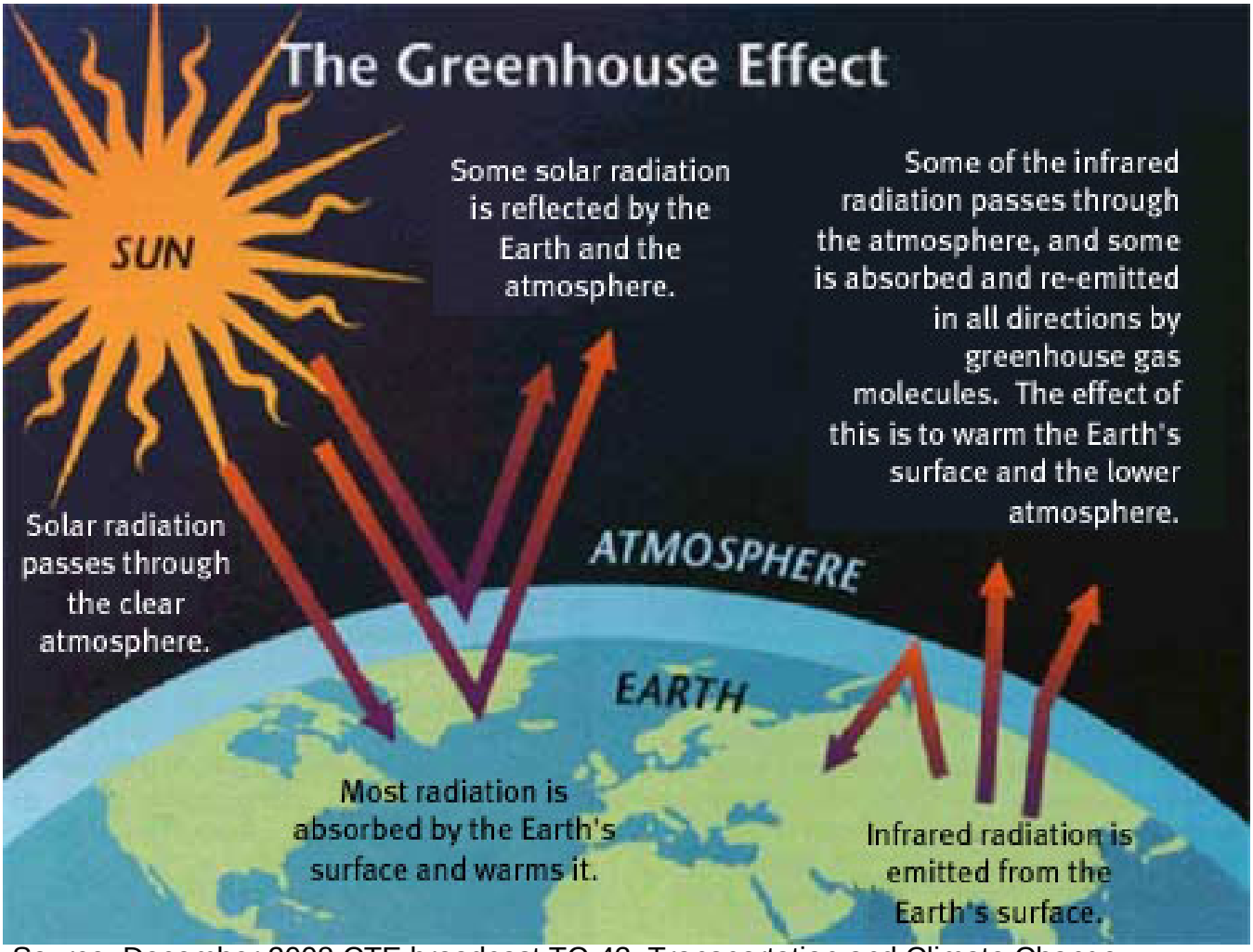


Green House Gases

There is general scientific consensus that the earth is experiencing a warming trend and that human-induced increases in atmospheric Green House Gases (GHG) are a predominant cause. In the United States, transportation is the largest source of GHG after electrical generation, and within the transportation sector, cars and trucks account for the majority of emissions. The issue is that more greenhouse gasses are being added into the atmosphere, causing more heat to be trapped and the earth's surface to warm even further.

The Greenhouse Gas effect, as seen in Figure 9.8, is a natural process by which GHG trap heat from the sun and warm the Earth. Greenhouse gases are carbon dioxide (CO2), methane, nitrous oxide, water vapor and ozone.

Figure 9.8 The Greenhouse Effect



Source: December 2008 CTE broadcast TC-43: Transportation and Climate Change

To date, the U.S. government has not adopted a specific GHG reduction goal. However, in 2008, representatives from several Federal agencies met to discuss overall opportunities to reduce GHG emissions from transportation sources, through the coordination of Federal programs that influence land-use decisions to decrease the growth in vehicle miles of travel. The agencies formed an interagency working group that continues to meet monthly to identify interagency activities that ultimately result in reduced growth in vehicle miles of travel of cars and trucks. FHWA is focusing new attention on coordinating its policies, programs, and funding related to transportation, land use, and climate change to meet the agency's goal of reducing GHG and growth in miles of travel.

With regard to the long range transportation plan, recently, the FHWA stated that climate change should be addressed in the planning process from both mitigation and an adaptation perspective. The FHWA states that “broad geographic scope and time scale of the planning process makes it an appropriate place to consider GHG emissions and the effects of climate change.”

GHG Trends

Over the years, GHG emissions have grown substantially world-wide, despite increases in energy efficiency. These increases are evident both in the United States and around the world. Growth of GHG result from economic, and social changes that are, in many respects, accelerating in the booming economic growth in developing countries such as China and India. In the United States, according to the 2008 AASHTO report; *Primer on Transportation and Climate Change*, the EPA found that: Total GHG emissions have been increasing. From 1990 to 2006, total GHG emissions just in the United States rose 14.1%. According to EPA, as reported in the CTE broadcast TC-43 *Transportation and Climate Change,* in 2006 total GHG emissions in the United States were approximately 7.2 billion metric tons. This was a reduction over 2005 when the total was approximately 7.3 billion metric tons.

There is a new tool that will soon be available to analyze GHG emissions from transportation sources, the Mobile Source Vehicle Emissions Simulator model known as the MOVES model. The model represents a significant improvement over older emissions models. It develops energy consumption and emissions estimates based on speed and vehicle power output, and also has the ability to perform some lifecycle analyses. The 2007 version of the model has already been used by several State and local agencies for GHG analyses. EPA plans to add additional energy and GHG enhancements for future versions of MOVES.

Motor Vehicle Scale of Impact

According to EPA, it is estimated that approximately 33% of GHG emissions in the United States come from transportation, and 72% of those emissions are generated by road use. Because of the amount of GHG from motor vehicles, as noted earlier, there is a

lot of interest in policies to reduce the growth of highway demand by shifting trips to other modes of travel.

Other modes of travel include transit, walking, biking, carpooling, vanpooling, and telecommuting, to the extent that auto driving in single-occupant vehicles can be shifted to these alternatives, and GHG reductions can be achieved. In addition, reducing traffic congestion can also make a significant contribution to reducing GHG and prevent the waste of billions of gallons of fuel burned everyday from people stuck in traffic.

Fuel economy standards and alternative fuels can also greatly reduce green house gases. In 2007, Congress enacted fuel economy standards that require the average of all new vehicles in the light-duty automotive fleet, (cars, light trucks, and sport utility vehicles), achieve a standard of 35 miles per gallon (mpg) by 2020. In 2009 fuel efficiency standards were strengthened by aiming to have a 40% increase in fuel efficient vehicles by 2016, meeting Congress' 35 mpg fuel economy goal 4 years ahead of schedule. The average today for both new and existing vehicles is approximately 20 mpg, so this will bring about a major change in the vehicles produced and sold by the auto industry.

Additionally, land use decisions play an important role in determining the demand for automobile travel. Existing land use patterns in many areas make automobile travel a necessity for most trips. Higher density land use patterns, combined with increased availability of transit service, could help to reduce the demand for automobile travel without reducing mobility.

Mitigation Efforts

The Federal Highway Administration notes that strategies to reduce GHG include:

- Increase vehicle energy efficiency
- Reduce carbon content of fuels
- Reduce vehicle miles of travel
- Land use
- Improve vehicle operations
- Use of new approaches to decision-making
- Scenario planning
- Integration of climate change with other regional dynamics
- Risk assessment approach

These strategies have been recognized as effective means around the country to address GHG in transportation plans. The strategies the MPO is implementing, includes looking at ways to reduce VMT through alternative modes of transportation and scenario planning. The long range transportation plan looks at future growth options concerning land use and the reduction of VMT while giving the public more transportation options.

Although the San Antonio region is projected to increase in population by approximately 600,000 people by 2035, where the region's population resides and the footprint they leave on the environment remains to be seen. The 2035 population and employment maps in Chapter 2 Scenario Planning, show possible future growth patterns by scenario. Alternative policy initiatives in transportation investments, market trends and land use policies may reshape these growth patterns into forms that are more beneficial to the area's environment and quality of life.

In order to explore the alternatives that would be of greatest benefit to the general public, the MPO developed three different growth scenarios and presented these to the public asking for input in future development. The three growth patterns were: Current Trend Development, Transit Oriented Development (TOD), and Infill Development. By examining these alternative scenarios, it became clear that the region's environmental future will be directly impacted by the land use growth pattern development. In March 2009, after compiling the input received from the public, the results were presented to the MPO Transportation Policy Board (TPB). The TPB selected a future growth scenario combining Infill Development and Transit Oriented Development.

As part of the MPO's strategies in reducing GHG, it is important to track and reduce VMT throughout the region. A downward trend in VMT is of the greatest benefits in reducing mobile source emissions. VMT for the MPO study area in 2005 was 36,728,777. It increased in 2006 (41,239,143), but then decreased in 2007 (39,159,985) and again in 2008 (38,918,819). As mentioned earlier, part of the MPO's efforts to reduce mobile source emissions are to encourage an alternative growth scenario. The adopted Transit Oriented Development/Infill Development scenario is anticipated to encourage more public transportation usage as well as shorter commutes. The MPO will continue to track VMT in the area as it becomes available and continue to explore other means of reducing VMT.

Climate change and related effects are complex and there is not yet a single approach to addressing these issues. FHWA has recently focused its resources on supporting transportation and climate change research and disseminating the results to MPOs, providing technical assistance to stakeholders, and coordinating its activities with other Federal agencies. The MPO understands that climate change considerations can be integrated into many planning factors, such as supporting economic vitality, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Edwards Aquifer

There is an increasing interest in the protection of natural resources, especially water. Due to the development and expansion in the recharge zone of the Edwards Aquifer area and recent weather conditions including drought, concerns regarding the importance of looking after and preserving the water resources in the San Antonio area continues. The Edwards Aquifer is the primary source of drinking water for the area. It is important for governmental entities, private corporations and citizens to work together to address urban development that impacts the aquifer. Plans such as the Edwards Aquifer Sustainability Initiative specify preferred restrictions on impervious cover percentages that will sustain existing water quality, as well as other measures that will assist in protecting the aquifer. Advocacy groups have been instrumental in this effort to protect the Edwards Aquifer our primary water source.

Figure 9.9 Major Areas of the Edwards Aquifer

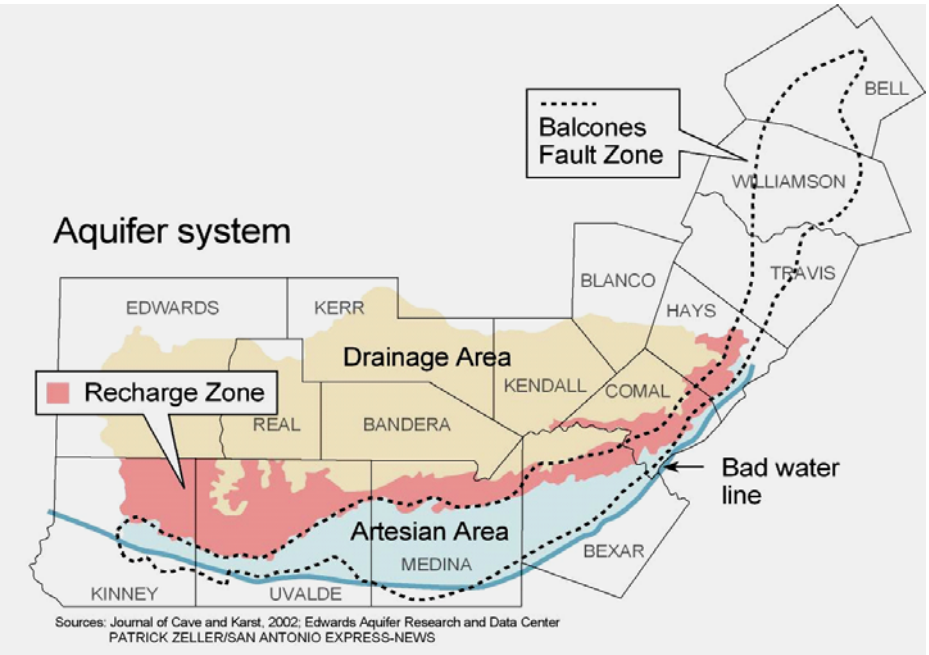
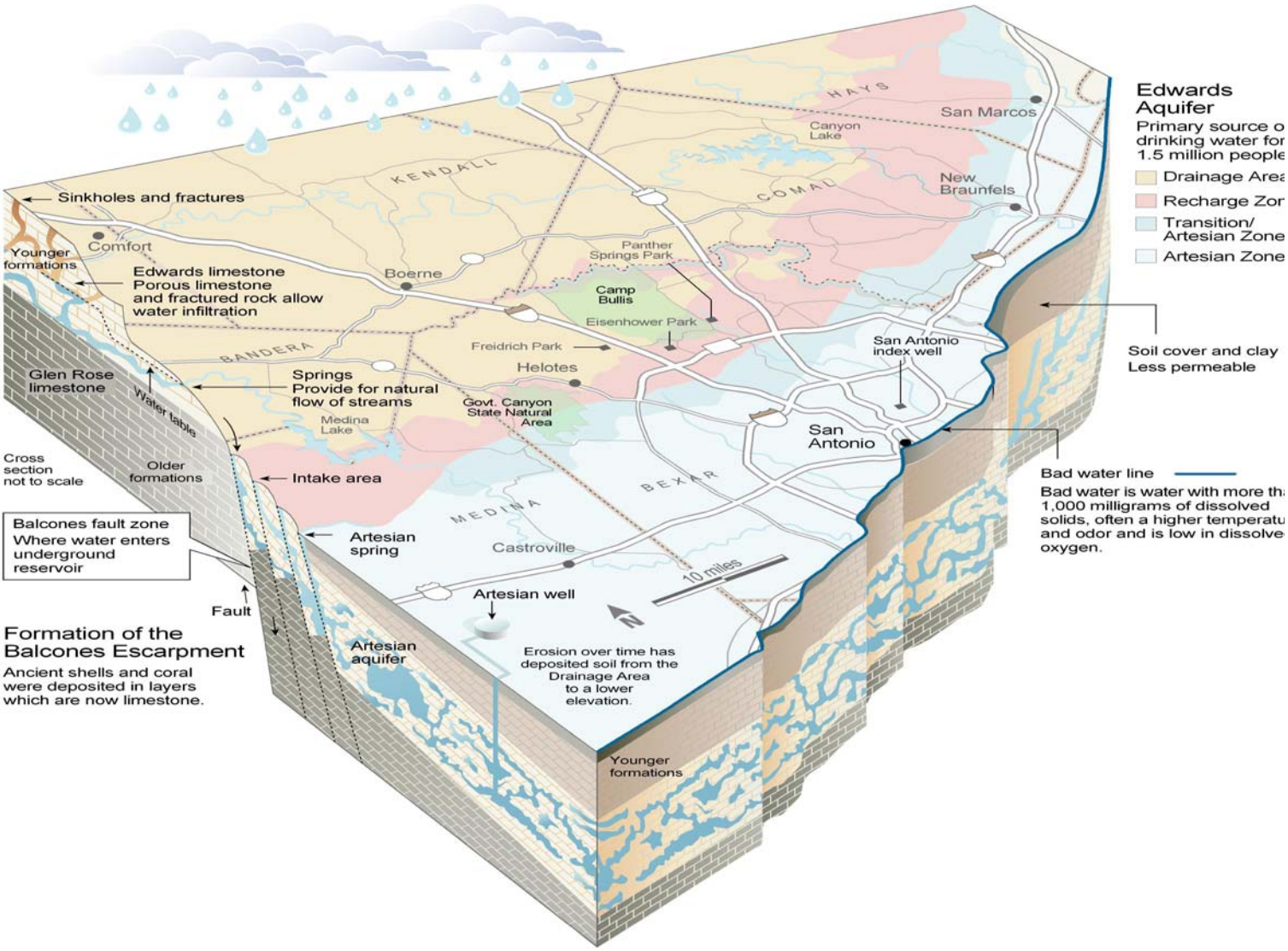


Figure 9.9 illustrates the three major areas that make up the Edwards Aquifer. The largest of these three is the Drainage Area, which makes up approximately 60% of the total Aquifer System. Rain falling in this zone flows south and east by way of rivers and creeks onto the Recharge Zone. In this area the water percolates down through the cracks and joints in the stream beds and sinkholes into the porous limestone below. Moving underground, the water flows south and east, where it becomes contained at depth under pressure in the artesian area or within the well zone limits. Here the water forces its way to the surface through springs or is easily withdrawn by wells. Outside the well zone limit line, groundwater is usually of poorer quality or insufficient quantities to sustain urban development. The study area primarily uses water that enters the Recharge Zone in the west, from Uvalde and Medina Counties. Rapid urbanization poses the potential threat to overpump the aquifer. Therefore if future unsustainable development occurs in the region, sources other than the aquifer will have to be relied upon to supply the area with its water. A cross section view of the Edwards Aquifer System is shown in Figure 9.10.

Figure 9.10 Edwards Aquifer System



Sources: Journal of Cave and Karst, 2002; Edwards Aquifer Research and Data Center

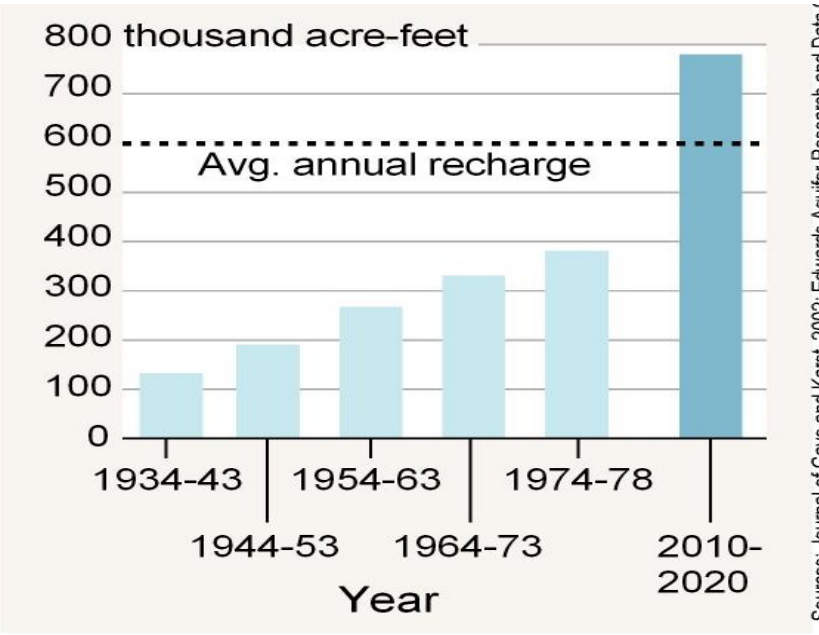
PATRICK ZELLER/SAN ANTONIO EXPRESS-NEWS

Local Trends

The Edwards Aquifer is one of the major groundwater systems in Texas. It has been a source of water for people in south central Texas for more than 12,000 years. Today, it is the primary source of water for approximately 1.7 million people. During the 1970s and 1980s residential development in the San Antonio-Bexar County metropolitan area occurred predominantly in the northern part of the region. Because of the concern of continued development over the Recharge Zone, construction in the 1990s occurred in the western and northeastern areas of the County, slightly curbing the expansion to the north.

The strong, continued growth of the metropolitan area has brought with it other concerns. The most significant concern is whether or not the area's sole source of water will be sufficient to sustain the continued level of growth that the area is expected to have in the future. Figure 9.11 illustrates the amount of water that has been pumped and future amount of water expected to be pumped from the aquifer. In anticipation of continued growth, the San Antonio Water System has begun negotiations to purchase water from other sources.

Figure 9.11 Water Pumped by Year



As the metropolitan area continues to grow, the needed transportation projects will impact surface water flow and infiltration, especially during storm or flood conditions. Because transportation facilities generally cause an increase in the impermeable surface area, roadways can result in increasing local surface runoff and reducing water infiltration into the soil. Roadway construction projects can also cause the altering of drainage patterns at stream crossings, by changing the speed, direction and amount of storm water flow.

Average pumping from Edwards wells has increased dramatically in the last five decades because of population growth and demand. In San Antonio alone, population has increased from about 200,000 people in 1940, to an estimated 1.7 million in 2000. Populations of other communities in the region, such as Uvalde, Hondo, New Braunfels, and San Marcos have also grown. Water resource planners project by the year 2020 demand for water in the Edwards Aquifer region could be 863,000 acre-feet per year or more than 275 billion gallons. Median recharge recorded from 1934 to 2004 at 560,900 acre-feet per year will not keep up with this demand. Recharge is entirely dependant on

rainfall. Therefore, during drought periods less recharge is available to meet ever-increasing demand.

Aquifer Mitigation Efforts

There are several mitigation strategies that could be used to reduce storm water runoff and degradation of the Edwards Aquifer by minimizing the impact of transportation improvements. Most of these can be directly incorporated into the design of the transportation facility. Engineering on new projects, and redesign and retrofit of existing facilities could include:

- erosion control measures and runoff management techniques used to prevent pollution of adjacent waterways and the Edwards Aquifer
- adjustments to the alignments of transportation facilities used to avoid flood hazards
- greater use of permeable surfaces employed to reduce impacts on ground water recharge
- cost/pricing strategies to reduce demand for paved parking or increasing fines for intentional discharge

Other mitigation strategies could include compliance with federal, state and local policies, standards and land use strategies that address water resources.

10. Congestion Management Process

Accomplishments Over the Past Five Years

The San Antonio – Bexar County Metropolitan Planning Organization (MPO) continually implements and monitors activities and events that reduce traffic congestion. In September 2006, the MPO held a "Congestion, Safety and Solutions" public workshop to gather input on traffic congestion concerns within the MPO study area. On-going activities to reduce congestion include a joint program by the City of San Antonio and MPO that implements signal re-timings in travel corridors. Other mechanisms to reduce congestion include expansion of the TransGuide program to provide updated motorist travel information, expanded access management techniques, increased frequency of buses in major travel corridors, improved transit amenities to encourage ridership, construction of more pedestrian and bicycle facilities, use of new funding tools to build additional travel lanes, and improved rideshare services between San Antonio and Austin through the River Cities Rideshare Program.

In June 2007, the MPO Transportation Policy Board (TPB) approved a technical report establishing the local Congestion Management Process (CMP). With a new travel demand model in place, the CMP has been updated to include new congested corridors and congestion mitigation strategies identified through this update of the Metropolitan Transportation Plan. The TPB has also adopted a combined transit oriented development and in-fill development growth scenario to promote more mixed use and higher density development within Loop 1604. This growth scenario also takes advantage of the roadway system's excess capacity in the inner city area. VIA Metropolitan Transit is also pursuing the development of high capacity transit in certain corridors, including Fredericksburg Road. The Austin-San Antonio Intermunicipal Commuter Rail District continues to coordinate with stakeholders throughout the IH 35 corridor for future rail services.

Background

Under the federal authorization Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), provisions on metropolitan transportation planning refer to a Congestion Management Process (CMP). A CMP is required in metropolitan areas with population exceeding 200,000. These metropolitan areas are known as Transportation Management Areas (TMAs).

Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as part of the metropolitan planning process. A CMP should include alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. In order to produce an effective CMP, a data collection and monitoring system, a range of strategies for addressing congestion, performance measures or criteria for identifying when action is needed, and a system for prioritizing which congestion management strategies would be most effective should be included. The MPO has successfully implemented the SAFETEA-LU requirements for CMP.

The CMP is intended to be a systematic, transparent way for transportation planning agencies to identify and manage congestion using performance measures and to direct funding towards projects and strategies that are most effective for mitigating congestion. The United States Department of Transportation describes the results of a CMP as "…presenting a systematic process for managing traffic congestion and providing information on transportation system performance."

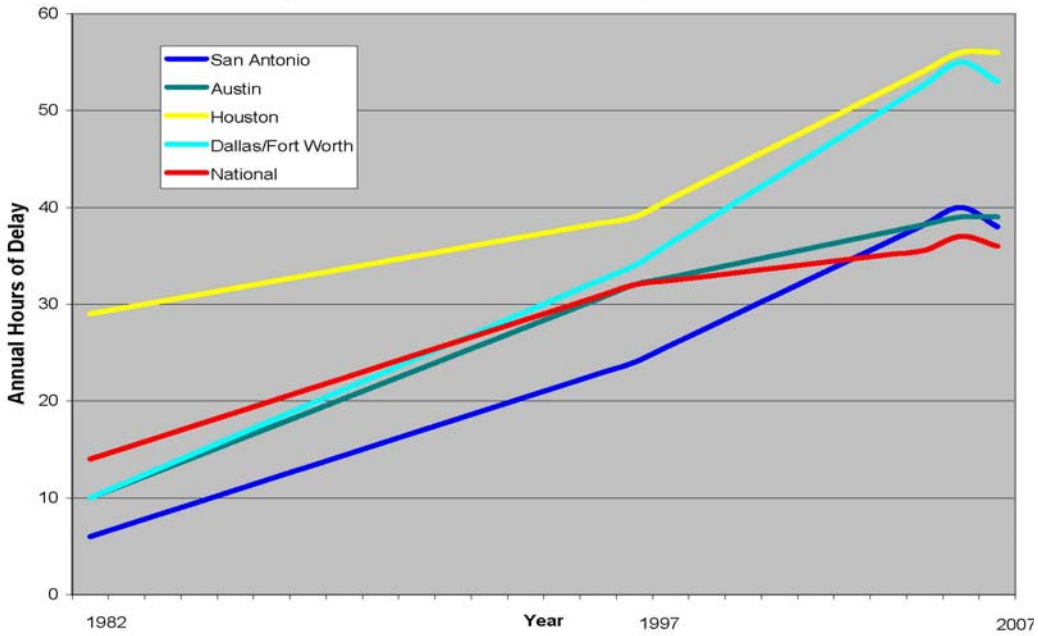
Although the San Antonio area is not considered one of the most congested cities in America, it has been identified as having one of the fastest growing congestion levels in the country. The average citizen in San Antonio spends more than 38 hours stuck in traffic each year, an increase of 58% over the past decade (Urban Mobility Study, Texas Transportation Institute, 2009). Congestion is a major contributor to the air quality concerns and to the overall efficiency of the area wide transportation system. With non-attainment of air quality standards imminent for this area, congestion management strategies and transportation control measures must be applied effectively toward relieving a substantial portion of these concerns. Table 10.1 and Figures 10.1 and 10.2 compare San Antonio's congestion measures with other major Texas cities and national data.

Table 10.1 Comparison of Congestion Measures

Source: Texas Transportation Institute's 2009 Urban Mobility Report

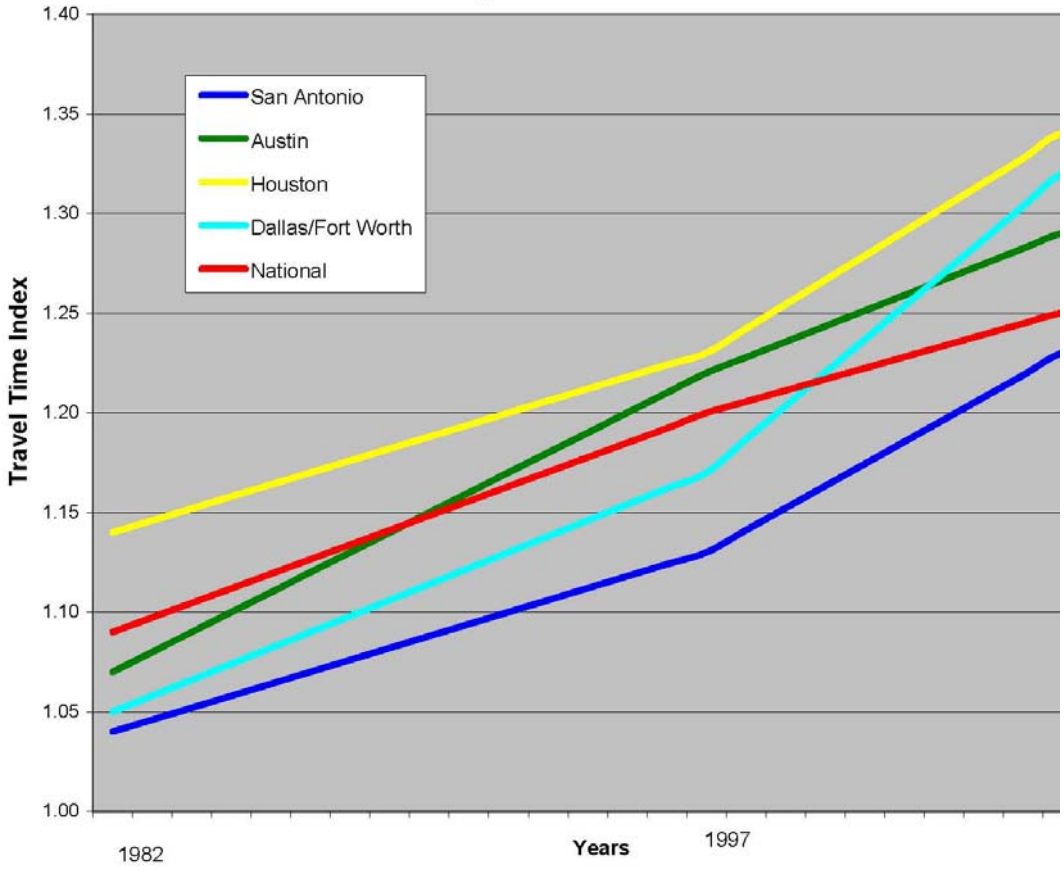
Congestion Measure	San Antonio	Austin	Houston	Dallas/ Fort Worth	National
Annual hours of delay per traveler (1982)	6	10	29	10	14
Annual hours of delay per traveler (1997)	24	32	39	34	32
Annual hours of delay per traveler (2006)	40	39	56	55	37
Annual hours of delay per traveler (2007)	38	39	56	53	36
Travel Time Index (1982)	1.04	1.07	1.14	1.05	1.09
Travel Time Index (1997)	1.13	1.22	1.23	1.17	1.20
Travel Time Index (2006)	1.23	1.29	1.34	1.33	1.25
Travel Time Index (2007)	1.23	1.29	1.33	1.32	1.25

Figure 10.1 Annual Hours of Delay per Traveler



Annual delay per traveler is extra travel time for people for peak-period travel during the year divided by the number of travelers who begin a trip during during the peak period (6 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) Free flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Figure 10.2 Travel Time Index



Travel Time Index is the ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 30 minute free-flow trip takes 39 minutes in the peak

Source: 2009 Urban Mobility Report, Texas Transportation institute

Locally, the MPO established a working group to develop the CMP and review major congestion management issues. This working group is comprised of technical staff representatives from local agencies, including the Alamo Area Council of Governments, Bexar County, City of San Antonio, MPO, Texas Department of Transportation, and VIA Metropolitan Transit.

CMP and Air Quality

Currently, the San Antonio – Bexar County MPO area is in attainment of the National Ambient Air Quality Standards (NAAQS), but is vulnerable to be designated as nonattainment for ozone in the next few years. In regions designated as ozone or carbon monoxide non-attainment areas, the CMP takes on a greater significance. Federal guidelines prohibit transportation projects that increase capacity for single occupant vehicles unless the project comes from a CMP.

The following guidelines pertain to the CMP air quality relationship and are abstracted from the federal rules and regulations:

> *In a TMA designated as nonattainment for carbon monoxide and / or ozone, the CMS shall provide an appropriate analysis of all reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (adding general purpose lanes to an existing highway or constructing a new highway) is proposed. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the CMS shall identify all reasonable strategies to manage the SOV facility effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself shall also be identified through the CMS. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.*

Goals and Objectives

The MPO's CMP is a regional level planning tool designed to help manage congestion by identifying congested corridors and recommending multimodal strategies to mitigate congestion. In general, roadway congestion results when traffic demand approaches or exceeds the available capacity of the roadway system. The level of traffic demand can vary significantly depending on the season, the day of the week, and the time of day. Also, the capacity of the roadway system, which is usually thought of as constant, can change as result of weather, work zones, traffic incidents, or other non-recurring events. The goal of the CMP is to provide information that helps transportation planners, professionals and others to understand the overall congestion among individual corridors and the region. Data on congestion levels helps the MPO, in partnership with other agencies, to formulate congestion management strategies.

The following goals and objectives support the vision of an accessible, safe, and efficient surface transportation system that integrates convenience, affordability and improved air quality.

Goal 1 Increase the efficiency of the existing transportation system and decrease traffic congestion through coordination of traffic operations and development of strategies to reduce travel demand at both the regional and corridor levels.

Objective 1.1 Develop and implement operational improvements for the management of traffic along major travel corridors, including incident management, intersection improvements, construction coordination, access management, signal re-timing programs, and freight management.

Objective 1.2 Establish and enforce new policies for the effective management of growth, vehicle usage, and parking, where appropriate.

Objective 1.3 Continue and extend existing community programs and campaigns to reduce vehicle trips through ride sharing, work scheduling, telecommuting, and trip planning.

Objective 1.4 Continue the implementation of motorist travel information systems such as TransGuide.

Goal 2 Reduce congestion through a project implementation process that encourages the use of other modes of transportation.

Objective 2.1 Improve public transportation services, including frequency, expanded route coverage, passenger amenities, and ridership incentives.

Objective 2.2 Encourage implementation of a continuous pedestrian system and on and off-road bicycle facilities, emphasizing connectivity with other modes.

Objective 2.3 Establish and use congestion management based criteria for project selection, to include added capacity projects, right-of-way preservation, and operational improvements.

Objective 2.4 Continue efforts with the Alamo Regional Mobility Authority (ARMA), VIA Metropolitan Transit, the Advanced Transportation District (ATD), and the Austin-San Antonio Intermunicipal Commuter Rail District to finance major congestion relief projects including commuter rail service, high capacity transit (including bus rapid transit, streetcar, light rail, and busways), and roadways.

Local Definition of Congestion

As noted in the federal guidelines, "congestion means the level at which transportation system performance is no longer acceptable due to traffic interference." In other words, commuters typically expect and are generally willing to accept a certain amount of traffic during morning and evening "rush hours." However, the same commuters may not be willing to accept that identical level of performance in the middle of the day.

For these reasons, the following definitions of congested corridors were developed based not only on technical information, but also community input.

- Initially, congested facilities were defined as a corridor with a 24 Hour Volume/ Capacity (V/C) ratio over 1.00, using the base year, 2005 network and the 2005 saturation traffic counts.

- The second phase of congested corridor identification used the travel demand model and was based on 2015 vehicle trips assigned to the 2015 travel network (includes existing infrastructure and those expected to be operating in the year 2015). Corridors with a V/C ratio over 1.00 were defined as “congested”.

- The third phase of corridor identification was based on 2035 vehicle trips assigned to the 2015 travel network (assuming no new facilities were built other than those that are currently planned and funded). Again, corridors with a V/C ratio over 1.00 were defined as “congested”.

- The next phase of corridor identification was based on 2025 vehicle trips assigned to the 2025 travel network. Corridors with a V/C ratio over 1.00 were defined as “congested”.

- The final phase of corridor identification was based on 2035 vehicle trips assigned to the 2035 travel network. Corridors with a V/C ratio over 1.00 were defined as “congested”.

- Some consideration was given to corridors with a V/C ratio of 0.85 to 1.00.

- Major activity centers such as downtown San Antonio, hospital districts, and military bases will also be monitored.

- Corridors, interchanges, intersections, and subareas perceived by the public as being congested were included in the CMP list.

- All designated hazardous cargo routes were included in the CMP list.

Congestion Mitigation Strategies

Congestion Mitigation Strategies are evaluated for applicability within each of the identified CMP corridors. Strategies deemed most effective for the region were grouped in the following categories defined below. The implementation of these strategies is completed by one or more of the following agencies: Alamo Area Council of Governments, Alamo Regional Mobility Authority, Austin – San Antonio Intermunicipal Commuter Rail District, Bexar County, City of San Antonio, MPO, Suburban Cities, Texas Department of Transportation, and VIA Metropolitan Transit/Advanced Transportation District.

Intelligent Transportation Systems (ITS): ITS focuses on communication and real time information of traffic conditions. Components of ITS include:

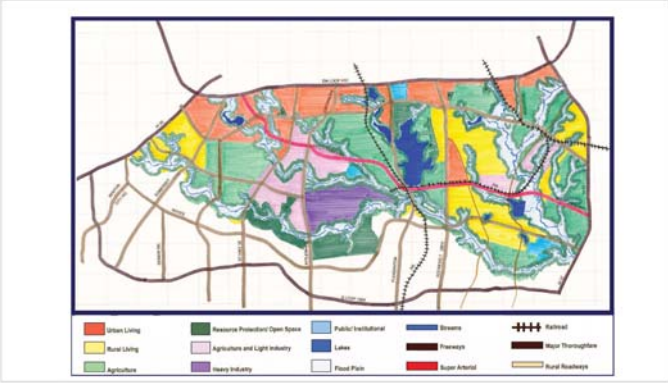
- Advanced Traffic Management: monitoring roadway conditions and providing the public with real time travel information. "TransGuide" is the traffic management system in the San Antonio area

- Advanced Public Transit Systems: on-board vehicle locating system to ensure travel time reliability and communications between buses and headquarters

- Emergency Management: related to disaster threats and marshalling resources

Policy Management includes existing and new ordinances and regulations that impact the transportation system. Policy management includes:

- Growth Management/Land Use: better control over land use to discourage urban sprawl and promote higher density levels and mixed use development to encourage travel by walking, bicycling and transit



Southside Initiative Community Plan
Proposed Land Use Plan

- Preservation of Green Space: preserve undeveloped land and open spaces to provide for continuation of landscape character, scenic beauty and recreational opportunities so as not to worsen congestion, air and water quality

- Parking Management: includes policies for both public and private parking facilities (parking garages, lots, and meters)

- Vehicle Use Limitations: refers to geographic areas where travel by car is restricted; can also include implementing no-drive days

- Preserve Neighborhood Aesthetic: refers to congestion mitigation with improvements complementing and protecting the cultural and historical nature of a corridor, neighborhood or geographic area

Corridor Improvements are strategies for corridors that are at least one mile in length. These improvements include:

- Capacity Improvements: add more travel lanes to roads for vehicles in both directions; if there is high rush travel flow in one direction consider adding reversible lanes that will change direction depending on the peak travel

- Congestion Relief Corridors: new roadways on new alignments that will relieve congestion on parallel roadways
- Roadway Rehabilitation: includes improving the roadway surface through filling potholes, resurfacing, or stabilizing the roadway structure

- Bicycle Facilities: addition of bicycle lanes, bikeable shoulders, wide curb lanes, multi-use paths, and bicycle racks and lockers

- Pedestrian Facilities: includes improving sidewalks, adding countdown and/or audible signals and crosswalks

Advanced Transportation Systems are new strategies and technologies for the region including:

- High Capacity Transit: such as bus rapid transit (BRT), streetcars, and light rail

- Managed Lanes: includes High Occupancy Vehicle lanes, express lanes or other special lanes with varied pricing during the day based on congestion levels

- Commuter Rail Service: between regional hubs such as San Antonio and Austin

Operational Management includes techniques to optimize capacity and improve safety and reliability of the roadway system. Operational Management includes the following:

- Incident Management: clearing incidents, crashes and major events to allow traffic flow to resume

- Access Management: controlling the number and placement of access points such as driveways on major roads; also includes the use of roadway medians and turning restrictions to improve safety and traffic flow

- Signalization & Traffic Flow Improvements: optimizing traffic signals, adding turn lanes or making lanes reversible to improve efficiency

- Railroad Crossing Improvements: installing gates and warning signals at railroad crossings or closing some at-grade (surface street) crossings to improve safety

- Construction Coordination: coordinating construction with other known projects in an area and scheduling the work during non rush hour periods; inform the public and improve signage for safer travel

- Freight Management: monitoring freight travel patterns and identifying preferred truck routes or truck lanes.

Community Campaigns are strategies to reduce automobile use and congestion. The Alamo Area Council of Governments' "Commute Solutions Program" and "River Cities Rideshare" Program, and the MPO's Walkable Community Program lead these efforts. These strategies potentially serve many people, employees and students, and include:

- Rideshare Program: includes informal and employer sponsored carpool and vanpool programs

- Work Schedule Coordination: includes staggered schedules, flexible hours and compressed work weeks

- Telecommuting: working full or part time at home, at a satellite or branch facility

- Walkable Community Program: the geographic area would benefit from the MPO hosting a Walkable Community Workshop or Safe Routes to Schools Workshop
  .
- Trip Planning: the act of consolidating, linking or timing trips for efficiency

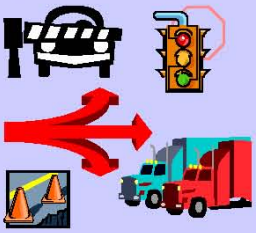
Public Transportation Improvements include the following activities that would be led by VIA Metropolitan Transit:

- Transit Service Enhancements: includes adding new transit routes, improving service frequency on existing routes, extending routes to serve more areas, better timing to allow for faster transfers

- Transit Facilities: improving amenities such as adding benches, passenger shelters, and real time bus arrival information; also includes enhancing and constructing passenger facilities such as transfer centers, park & rides, or multi-modal terminals

- Ridership Incentives**:** includes programs to encourage transit use such as reduced fares, monthly passes and employer subsidies for the passes.

Table 10.2 Congestion Management Strategies and Definitions

Managing Congestion	Strategies and Definitions
Intelligent Transportation Systems  	**Advanced Traffic Management / Advanced Traveler Information Systems:** monitoring roadway conditions and providing the public with real time travel information. "TransGuide" is the traffic management system in the San Antonio area
	Advanced Public Transit Systems: vehicle locating system to ensure travel time reliability and communications between buses and headquarters
	Emergency Management: related to disaster threats and marshaling resources
Policy Management 	**Growth Management / Land Use:** better control over land use to discourage urban sprawl and promote higher density levels and mixed use development to encourage travel by walking, bicycling and transit
	Preservation of Green Infrastructure: preserve undeveloped land and open spaces to provide for continuation of landscape character, scenic beauty and recreational opportunities so as not to worsen congestion, air and water quality
	Parking Management: includes policies for both public and private parking facilities (parking garages, lots, and meters)
	Vehicle Use Limitations: refers to geographic areas where travel by car is restricted; can also include implementing no-drive days
	Preserve Neighborhood Aesthetic: refers to congestion mitigation with improvements complementing and protecting the cultural and historical nature of a corridor, neighborhood or geographic area
Corridor improvements   	**Capacity Improvements:** add more travel lanes to roads for vehicles in both directions; if there is high rush travel flow in one direction consider adding reversible lanes that will change direction depending on the peak travel
	Congestion Relief Corridors: new roadways on new alignments that will relieve congestion on parallel roadways
	Roadway Rehabilitation: includes improving the roadway surface through filling potholes, resurfacing, or stabilizing the roadway structure
	Bicycle Facilities: addition of bicycle lanes, bikeable shoulders, wide curb lanes, multi-use paths, bicycle racks and bicycle lockers
	Pedestrian Facilities: includes improving sidewalks, adding countdown and/or audible signals, and crosswalks
Advanced Transportation Systems  	**High Capacity Transit:** such as bus rapid transit (BRT), streetcars, and light rail
	Managed Lanes: includes High Occupancy Vehicle lanes, express lanes or other special lanes with value pricing during the day based on congestion levels
	Commuter Rail Service: between regional hubs such as San Antonio and Austin
Operational Management 	**Incident Management System:** clearing incidents, crashes, major events to allow traffic flow to resume
	Access Management: controlling the number and placement of access points such as driveways on major roads; also includes the use of roadway medians and turning restrictions to improve safety and traffic flow
	Signalization & Traffic Flow Improvements: optimizing traffic signals, adding turn lanes or making lanes reversible to improve efficiency without adding more travel lanes
	Railroad Crossing Improvements: installing gates and warning signals at railroad crossings or closing some at-grade (surface street) crossings to improve safety
	Construction Coordination: coordinating construction with other known projects in the area and scheduling the work during non rush hour periods; inform the public and improve signage for safer travel
	Freight Management: monitoring freight travel patterns and identifying preferred truck routes or truck lanes
Community Campaigns  	**Rideshare Program:** includes informal and employer sponsored carpool and vanpool programs
	Work Schedule Coordination: includes staggered schedules, flexible hours and compressed work weeks
	Telecommuting: defined as working full or part time at home at a satellite or branch facility;
	Walkable Community Program: the geographic area would benefit from the MPO hosting a Walkable Community Workshop or Safe Routes to Schools Workshop
	Trip Planning: the act of consolidating, linking or timing trips for efficiency.
Public Transportation Improvements 	**Transit Service Enhancements:** includes adding new transit routes, improving service frequency on existing routes, extending routes to serve more areas, better timing to allow for faster transfers
	Transit Facilities: improving amenities such as adding benches, passenger shelters, and real time bus arrival information; also includes enhancing and constructing passenger facilities such as transfer center, park & rides, or multi-modal terminals
	Transit Ridership Incentives: includes programs to encourage transit use such as reduced fares, monthly passes and employer subsidies for the passes

Congestion Management Development Process

The MPO used its travel demand model for projecting roadway congestion levels. The MPO modeled the volume/capacity ratios for the roadway system for the analysis years 2015, 2025 and 2035. For each year, congested corridors were identified, analyzed and effective mitigation strategies were assigned to each corridor, as shown in Table 10.3. Figures 10.3 and 10.4 show congested roadways for year 2005 and year 2015.

Figure 10.3 Year 2005 Congested Facilities

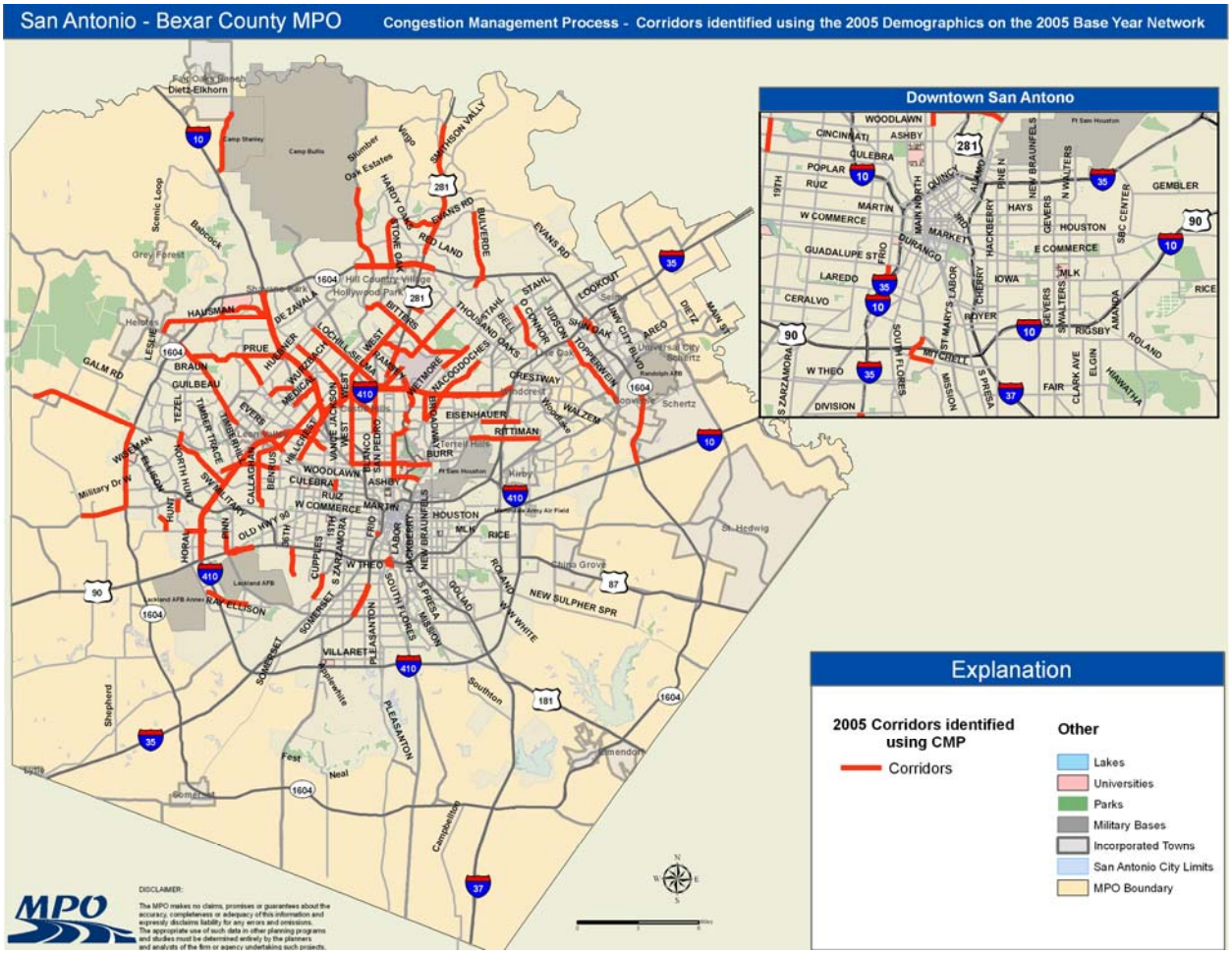
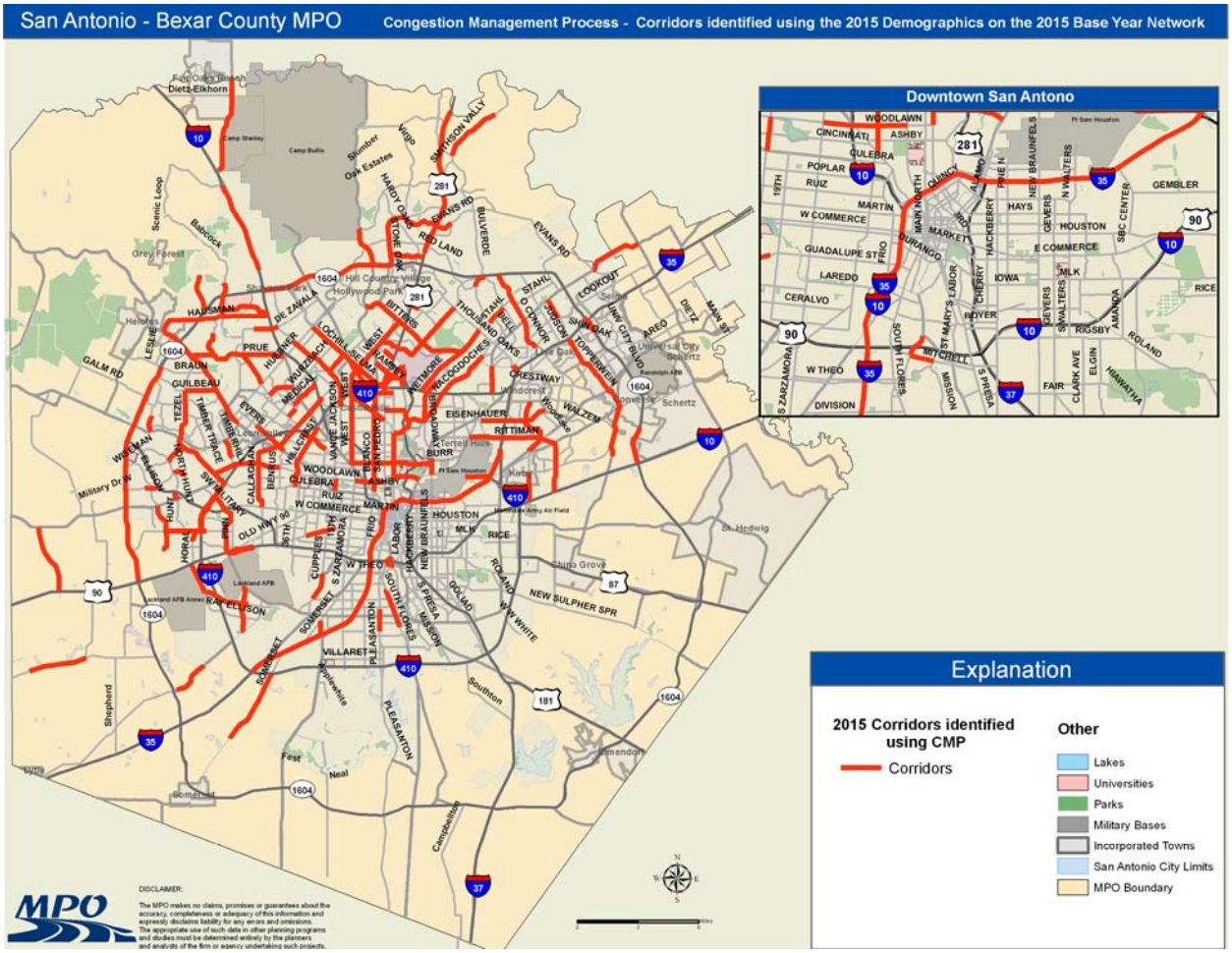


Figure 10.4 Year 2015 Congested Facilities



Conclusions

The Congestion Management Process is a continuing program of identifying congested corridors and applicable strategies then assessing the effectiveness of the selected congestion management strategies. Future endeavors include establishing strategy performance effectiveness measures, identifying the status of each selected strategy, identifying issues and problems associated with each strategy, and exploring new and more effective ways to monitor and mitigate congestion.

Table 10-3. Congested Corridors and Recommended Strategies

CMP Corridor	From	To	Congestion System						Intelligent Transp System			Policy Management					Corridor Improvements					Adv Transp Systems			Operational Management						Community Campaigns					Public Transp Impr		
			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
Mainlanes/Frontage Roads																																					
IH 10 W (Frontage Road)	Loop 1604 N	Loop 410	Y		Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
IH 10 W (Mainlanes)	Boerne Stage Road	La Cantera		Y	Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 W (Mainlanes)	Loop 1604 N	Wurzbach Road	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 E (Mainlanes)	Loop 1604	Guadalupe County Line			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 E (Mainlanes)	Loop 410	Guadalupe County Line			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 E (Mainlanes)	Loop 1604	County Line			Y	Y			Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 E (Frontage Road)	FM 1516	Loop 410					Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 10 E (Frontage Road)	Loop 1604	Graytown Road			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 10 W (Frontage Road)	Wurzbach Road	Hausman Road			Y	Y			Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 10 W (Mainlanes)	Wurzbach Road	Hausman Road			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 W (Mainlanes)	Loop 1604 NW	Fair Oaks Parkway			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 10 W (Mainlanes)	Loop 1604 NW	Kendall County Line					Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 (Frontage Road)	Division Ave	US 281 N			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 35 (Mainlanes)	Division Ave	US 281 N				Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 (Frontage Road)	Division Ave	IH 10 W			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 35 (Mainlanes)	Loop 410 S	Loop 410 N		Y	Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 35 (Mainlanes)	Division Ave	IH 10 W			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 (Mainlanes)	IH 37 / US 281	W Southcross Blvd			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 (Mainlanes)	IH 37 / US 281	Loop 410 SE			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 N (Frontage Road)	Loop 410 SE	Engel Rd (Comal County)			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 35 N (Mainlanes)	Loop 410 SE	Engel Rd (Comal County)			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 S (Frontage Road)	Division Ave	Loop 13	Y						Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
IH 35 S (Mainlanes)	Shepherd Road	Loop 410 SW			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
IH 35 (Mainlanes)	Loop 410	Shepherd Road			Y				Y		Y		Y	Y				Y	Y				Y		Y	Y				Y	Y	Y		Y			
IH 37 (Mainlanes)	Loop 13 SW Military Dr	US 181 S			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604	US 87 S	FM 3432			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604	Rockport Road	FM 2536 Pearsall Road			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604	Pue Road	Braun Road			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604 (Mainlanes)	2.5 miles N of Ellison	US 90		Y	Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	Lockhill Selma	IH 35 N				Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	FM 471 Culebra Road	FM 1957 Potranco Road	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Frontage Rd)	Huebner Road	Gold Canyon	Y						Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604 (Frontage Rd)	SH 16 N Bandera Road	IH 35 N			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604 (Frontage Rd)	SH 16 N Bandera Road	Bulverde Road			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604 (Mainlanes)	Huebner Road	Gold Canyon	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	IH 10	Stone Oak Parkway		Y					Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	Ray Ellison Dr	FM 1957 Potranco Road		Y					Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	FM 471 Culebra Road	Braun Road		Y					Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	Graytown Rd	Abbott				Y			Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y		Y	Y	Y	Y

Table 10-3. Congested Corridors and Recommended Strategies

			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
Loop 1604 (Mainlanes)	IH 10 E	Abbott			Y	Y			Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	Lockhill Selma	Judson Road			Y	Y			Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	Lockhill Selma	Stone Oak Parkway					Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 1604 (Mainlanes)	SH 16 N Bandera Road	IH 35 N			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 1604(Frontage Rd)	Randolph Brooks Parkway	SH 218 Pat Booker Road	Y	Y					Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Frontage Rd)	I-35 N	US 281	Y						Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Frontage Rd)	West Military	Marbach Road		Y					Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Frontage Rd)	US 281	IH 10 West	Y						Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Frontage Rd)	I-10 W	US 90 W	Y						Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Frontage Rd)	Medina Base Road	IH 35 N			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Frontage Rd)	SH 16 N Bandera Road	San Pedro			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Loop 410 (Mainlanes)	IH 35 N	US 281	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	IH 10 W	US 90 W	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	IH 35 N	Villamain Road			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	SH 16 S / Spur 422	FM 2536 Pearsall Road			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	US 90	FM 3487 Culebra Road		Y	Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	Ray Ellison Dr	FM 3487 Culebra Road			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	Babcock	San Pedro			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	SH 16 N Bandera Road	San Pedro			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
Loop 410 (Mainlanes)	US 281	IH 10 West	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
SH 151	Pinn Road	Hunt Lane			Y	Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
SH 151	Pinn Road	Wiseman Blvd			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
SH 16 S	Zarzamora	Noyes Road			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
SH 16 Bandera Road	Scenic Loop	Shadow Canyon			Y	Y	Y			Y		Y		Y				Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
SH 16 Bandera Road	Tezel Road	Galm Road			Y	Y	Y			Y		Y		Y				Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
SH 16 Bandera Road	Braun	Loop 410			Y	Y	Y			Y		Y		Y				Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
SH 16 Bandera Road	Poss Road	Loop 410	Y	Y	Y	Y	Y			Y		Y		Y				Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
SH 16 Bandera Road	Guilbeau	Loop 410		Y	Y					Y		Y		Y				Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
SH 211 S	FM 1957 Potranco Road	US 90 W		Y						Y		Y		Y				Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
US 281 (Frontage Road)	Jones Maltsberger	Sunset	Y						Y	Y	Y		Y	Y				Y	Y						Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Frontage Road)	Nakoma Exit North	Nakoma	Y						Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	Nakoma	0.5 miles north of Isom Road	Y						Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	IH 37	County Line			Y				Y	Y			Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
US 281 (Mainlanes)	IH 37 / IH 35	Basse Ave			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	2 miles S of N St. Mary's	E Olmos Dr				Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	Nakoma	Bitters Road			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	Nakoma	Oak Shadows				Y	Y		Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	Loop 1604	Bexar County Line			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Mainlanes)	Donella Dr	Bexar County Line			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 281 (Frontage Road)	Loop 410	Loop 1604				Y	Y		Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
US 281 S	FM 1937 Flores St	FM 253 Martinez-Losoya Rd			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
US 281	Borgfeld Dr	1758 ft S of Redland Road	Y	Y					Y	Y			Y	Y				Y	Y	Y	Y	Y	Y		Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y
US 281	Comal County Line	1758 ft S of Redland Road		Y					Y	Y			Y	Y				Y	Y	Y	Y	Y	Y		Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y

Table 10-3. Congested Corridors and Recommended Strategies

			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
US 281	FM 1937	FM 2537			Y				Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
US 87	Loop 410	County Line			Y	Y	Y			Y			Y	Y				Y	Y							Y	Y		Y	Y	Y	Y		Y	Y	Y	Y	Y
US 90 (Mainlanes)	Loop 410 SW	Loop 1604 SW			Y				Y	Y	Y		Y	Y				Y	Y			Y	Y		Y				Y	Y	Y	Y		Y	Y	Y	Y
US 90 W (Frontage Rd)	1 mile East of Old Hwy 90	Loop 13	Y	Y					Y	Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Arterials																																						
36th Street	US 90	Growdon	Y							Y	Y		Y					Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
36th Street	Willard Dr	Culebra Road		Y										Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
36th Street	US 90	Growdon	Y							Y	Y		Y					Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y		Y	Y	Y	Y
Abe Lincoln	Eckhert Road	Horn Blvd				Y	Y			Y		Y	Y	Y					Y	Y	Y								Y		Y	Y	Y	Y	Y	Y	Y	Y
Ackerman	Binz-Engleman	IH 10 E		Y									Y	Y				Y	Y	Y	Y					Y	Y		Y	Y	Y	Y	Y	Y				
Babcock Road	Huebner	Prue Road			Y	Y	Y		Y	Y	Y		Y	Y	Y	Y		Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Babcock Road	Loop 410	Camp Bullis			Y				Y	Y	Y		Y	Y	Y	Y		Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Babcock Road	Wilson	Fredericksburg Road				Y	Y			Y								Y	Y	Y	Y						Y		Y		Y	Y	Y		Y	Y	Y	Y
Babcock Road	Loop 410	St. Cloud	Y	Y						Y									Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Babcock Road	Prue Road	Huebner Road	Y	Y						Y	Y		Y					Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Babcock Road	UTSA Blvd	Hausman	Y	Y						Y			Y		Y	Y		Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Babcock Road	UTSA Blvd	Moss Brook		Y						Y			Y		Y	Y		Y	Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Balcones Heights	Danville	Spencer Lane				Y	Y			Y		Y				Y			Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Bandera Road	FM 1560	Loop 1604		Y					Y			Y		Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Basse	McCullough	Broadway			Y	Y	Y			Y				Y	Y			Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Basse	McCullough	Tuxedo	Y	Y						Y		Y							Y	Y	Y				Y			Y			Y	Y	Y		Y	Y	Y	Y
Benrus	Oakwood	Bandera Road				Y	Y					Y	Y	Y	Y			Y	Y	Y	Y								Y		Y	Y	Y	Y	Y			
Binz-Engleman	Post Entrance	IH 35 Access Road		Y						Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y
Bitters Road	Blanco Road	Jones Maltsberger	Y	Y	Y	Y	Y			Y		Y	Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Blanco (FM 2696)	Blanco Woods	Wilderness Oak			Y	Y	Y				Y	Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y				
Blanco (FM 2696)	Bitters Road	County Line			Y						Y	Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y				
Blanco (FM 2696)	Loop 410	Basse Ave	Y	Y						Y									Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Blanco (FM 2696)	Loop 410	Fredericksburg Road		Y						Y									Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Braesview	NW Military Hwy	Bellaire				Y	Y					Y							Y	Y	Y					Y			Y		Y	Y	Y	Y				
Broadway	Loop 410	Nacogdoches Road	Y	Y						Y									Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Broadway	Danbury	Claywell		Y						Y									Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Broadway	Mulberry Ave	Casa Blanca				Y	Y			Y			Y	Y					Y	Y	Y	Y				Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Broadway	Claywell	Wetmore			Y	Y	Y			Y		Y	Y						Y	Y	Y			Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Broadway	Newell	Mulberry				Y	Y						Y						Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Brook Hollow	US 281	Heimer	Y																Y	Y	Y				Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y
Brook Hollow	US 281	Searcy Dr		Y															Y	Y	Y				Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y
Brooklyn	McCullough	Camden				Y	Y				Y		Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Bulverde Road	Stone Oak Parkway	US 281				Y	Y											Y	Y	Y	Y					Y	Y			Y	Y	Y	Y	Y				
Bulverde Road	Redland Road	US 281			Y													Y	Y	Y	Y					Y	Y			Y	Y	Y	Y	Y				
Bulverde Road	Evans Road	Redland Road	Y					Y		Y		Y						Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Bulverde Road	Loop 1604 N	Redland Road		Y	Y	Y	Y	Y		Y		Y						Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Callaghan Road	Commerce Street	Great View	Y	Y									Y					Y	Y	Y	Y					Y	Y				Y	Y	Y	Y	Y	Y	Y	Y
Canyon Golf	Borgfeld	Stone Oak Parkway			Y							Y	Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			

Table 10-3. Congested Corridors and Recommended Strategies

			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
Casa Blanca	Newell	Austin Street				Y	Y						Y	Y					Y	Y	Y					Y	Y			Y	Y	Y	Y	Y			
Castle Cross	Midcrown Drive	Gibbs-Sprawl		Y						Y			Y	Y				Y	Y	Y	Y									Y	Y	Y	Y	Y	Y	Y	Y
Castroville	Romero	SW 21st Street		Y						Y								Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Cedar Park	Hausman	Prue			Y	Y	Y			Y		Y					Y													Y	Y	Y	Y	Y	Y	Y	Y
Ceder Park	Bamberger Trail	Prue		Y						Y										Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Cincinati	Alexander	IH 10				Y	Y					Y	Y	Y	Y				Y	Y	Y					Y	Y		Y		Y	Y	Y	Y				
Cliff Brier	Culebra	Village Brown			Y	Y	Y			Y		Y							Y	Y	Y								Y		Y	Y	Y		Y	Y	Y	Y
Cross Roads Blvd	Fredericksburg Road	Dewhurst				Y	Y			Y			Y					Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Culebra	Grissom Road	Callaghan			Y	Y	Y			Y			Y	Y					Y	Y	Y	Y				Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Cypress	San Pedro	Fredericksburg Road				Y	Y			Y			Y						Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
De Zavala	Autumn Vista	Vance Jackson		Y						Y				Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
De Zavala	IH 10	Babcock Road			Y	Y	Y			Y		Y	Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
De Zavala	Military	Babcock Road			Y					Y		Y	Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Dreamland	Lockhill Selma	Vance Jackson		Y						Y		Y	Y	Y					Y	Y	Y							Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Eckhert Road	Bandera Road	Babcock Road				Y	Y			Y		Y	Y	Y				Y	Y	Y	Y								Y		Y	Y	Y	Y	Y	Y	Y	Y
Eisenhauer	Holbrook	Raybon	Y	Y						Y	Y							Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Eisenhauer	Kingston Dr	Woodlake Parkway		Y	Y	Y	Y						Y					Y	Y	Y	Y					Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Ellison Drive	Dugas Dr	Marbach Road	Y	Y						Y									Y	Y	Y				Y		Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Ellison Drive	Protranco	Quiet Plain		Y						Y									Y	Y	Y				Y		Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Elmira	N St. Mary's	Brooklyn				Y	Y													Y	Y										Y	Y	Y	Y	Y			
Encino Rio	US 281	Evans Road				Y	Y												Y	Y	Y					Y	Y				Y	Y	Y	Y	Y			
Evans Road	Stone Oak Parkway	Green Mountain			Y	Y	Y						Y	Y				Y	Y	Y	Y					Y	Y				Y	Y	Y	Y	Y			
Evans Road	Stone Oak Parkway	IH 35			Y								Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			
Evans Road	Stone Oak Parkway	US 281	Y	Y						Y				Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Evans Road	US 281	Encino Rio		Y	Y	Y	Y			Y				Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Evans Road	Wurzbach Parkway	Bandera Road	Y	Y						Y				Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Evans Road	Bandera Road	Rue Francois		Y						Y				Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Evers Road	Huebner	Bandera Road			Y	Y	Y			Y				Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Fischer Road	Somerset Road	Palo Alto Road			Y	Y							Y	Y			Y	Y	Y							Y	Y		Y	Y	Y	Y	Y	Y				
Fischer Road	Quintana	Somerset Road			Y								Y	Y			Y	Y	Y							Y	Y		Y	Y	Y	Y	Y	Y				
Five Palms	W MIlitary	Old Pearsall		Y	Y	Y	Y			Y	Y		Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Flores	West Sayers Ave	Ware Blvd		Y						Y															Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Flores	Pruitt	Fairmont				Y	Y			Y									Y	Y	Y	Y				Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
FM 1346	Loop 410	Loop 1604			Y	Y	Y			Y			Y	Y				Y	Y							Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
FM 1516 Seguin Road	FM 1976	FM 78	Y	Y						Y								Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
FM 1516 Seguin Road	Gibbs-Sprall	Weichold		Y						Y								Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
FM 1516 Seguin Road	Toepperwein	IH 10			Y	Y	Y			Y			Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
FM 1518	FM 78 Seguin	Abbott Road			Y	Y	Y				Y		Y	Y				Y	Y						Y	Y	Y		Y	Y	Y	Y	Y		Y			
FM 1518	FM 78 Seguin	FM 1346			Y						Y		Y	Y				Y	Y						Y	Y	Y		Y	Y	Y	Y	Y		Y			
FM 1560	Culebra	Bandera Rd SH 16				Y	Y						Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y			
FM 1937	US 281	Rabel			Y								Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y			
FM 1957 Potranco Road	Talley Road	Loop 1604	Y							Y			Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
FM 2252	FM 3009	Evans Road		Y									Y	Y				Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y	Y	Y			

Table 10-3. Congested Corridors and Recommended Strategies

			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
FM 2696 Blanco Road	Oak Estates	Loop 1604	Y					Y		Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
FM 2696 Blanco Road	Wilderness Oak	Loop 1604		Y						Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
FM 3009	FM 78	MPO Study Area Boundary			Y	Y	Y						Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y				
FM 3351 Ralph Fair Rd	IH 10	County Line	Y	Y	Y	Y	Y						Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y				
FM 3351 Ralph Fair Rd	Pimlico Ln	IH 10	Y	Y							Y		Y	Y				Y	Y		Y				Y	Y			Y		Y	Y	Y		Y			
FM 3487 Culebra Road	Grissom Road	Loop 410	Y	Y				Y		Y			Y					Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
FM 3487 Culebra Road	Guilbeau Road	Loop 410		Y						Y			Y					Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
FM 471 Culebra Road	Old FM 471	Loop 1604	Y					Y					Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y			
FM 471 Culebra Road	FM 1560	Old FM 471 (NW)		Y				Y					Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y			
FM 78	Woodlake Parkway	Roy Richards FM 3009				Y				Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
FM 78	Pat Booker Road	FM 1103				Y	Y			Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Foster Road	FM 78	IH 10		Y	Y	Y	Y			Y			Y	Y				Y	Y	Y	Y					Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Frank Luke Dr	Growden Dr	Billy Mitchell Road	Y								Y		Y					Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Fredericksburg Road	Culebra	West Cypress				Y	Y			Y			Y						Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Fredericksburg Road	Medical	Williamsburg				Y	Y		Y	Y	Y		Y						Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Fresno	IH 10	San Pedro				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Frio	Guadalupe St	IH 35 South	Y							Y									Y	Y	Y				Y		Y		Y	Y	Y	Y	Y		Y	Y	Y	Y
Funston	Broadway	Post Entrance				Y	Y			Y	Y	Y		Y	Y				Y	Y	Y								Y		Y	Y	Y	Y	Y	Y	Y	Y
Galm	Culebra	FM 1560				Y	Y						Y	Y				Y	Y		Y					Y	Y		Y		Y	Y	Y		Y			
Gibbs-Sprawl	Castle Cross	FM 78		Y									Y	Y				Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y	Y	Y			
Grissom	Bandera Road	Old Grissom				Y	Y			Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Guilbeau	Tezel Road	Bandera Road		Y						Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Hackberry	Fair Ave	E Southcross				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Hamilton-Wolfe Road	Fredericksburg Road	Oakdell Way	Y	Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y		Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Hausman Road	SH 16	IH 10	Y	Y						Y			Y					Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Heath	Clyde Dent	Grissom Road				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Heimer	Brook Hollow	US 281				Y	Y											Y	Y	Y	Y					Y	Y				Y	Y	Y	Y	Y			
Hildebrand	Fredericksburg Road	New Braunfels Ave	Y	Y						Y	Y	Y				Y			Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Hillcrest	Fredericksburg Road	Bandera Road	Y	Y						Y				Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Hillcrest	Fredericksburg Road	Culebra		Y						Y				Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Horal	Marbach Road	Adams Hill		Y																Y	Y										Y	Y	Y	Y	Y			
Hausman (FM 1560)	Bandera Road	IH 10			Y	Y	Y			Y			Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Huebner Road	Babcock Road	Lockhill Selma				Y	Y											Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Huebner Road	N Loop 1604	Stone Oak Parkway				Y												Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Huebner Road	Bandera Road	Stone Oak Parkway								Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Hunt Lane	FM 1957 Potranco Road	Sugar Loaf	Y					Y		Y								Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y		Y	Y	Y
Hunt Lane	Protranco Road	SH 151		Y				Y		Y								Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y		Y	Y	Y
Hunt Lane	Westover Hills	Military Dr W			Y	Y	Y			Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Hunt Lane	Westover Hills	SH 151			Y					Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Huntsman	Hausman	Cedar Park			Y	Y	Y			Y		Y					Y														Y	Y	Y	Y	Y	Y	Y	Y
Ingram Road	Culebra Road	Oak Hill			Y	Y	Y			Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Ingram Road	Potranco Road	Benrus Blvd	Y	Y						Y								Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Ingram Road	Culebra	Benrus Blvd		Y						Y								Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y

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Isom Road	San Pedro	Sandau	Y	Y						Y									Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Jackson Keller	Loop 410	Blanco Road	Y	Y						Y								Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Jackson Keller	Loop 410	San Pedro		Y	Y	Y	Y			Y								Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Jones Maltsberger	Oblate	Basse	Y	Y	Y	Y	Y			Y									Y		Y					Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Jones Maltsberger	Nakoma	Thousand Oaks	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y			Y	Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Jones Maltsberger	Isom Road	Loop 410		Y							Y	Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y				
Josephine Tobin	Alexander	Texas Ave				Y	Y													Y	Y								Y		Y	Y	Y	Y				
Judson Road	Stahl Road	Toepperwein			Y	Y	Y													Y	Y								Y		Y	Y	Y	Y				
Judson Road	Toepperwein	Loop 1604			Y					Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Kinney Road	IH 35	Benton City Road				Y	Y								Y	Y		Y	Y	Y	Y				Y	Y			Y		Y	Y	Y	Y	Y			
Kitty Hawk Road	Quivira Dr	Old Cimarron Trail				Y	Y					Y		Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y			
Kyle Seale	Camp Bullis Road	Loop 1604		Y								Y	Y	Y				Y		Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Laredo	Fredericksburg Road	IH 10				Y	Y			Y		Y						Y	Y	Y	Y								Y		Y	Y	Y		Y	Y	Y	Y
Les Harrison	Woodtrail	Culebra		Y	Y	Y	Y			Y		Y						Y	Y	Y	Y								Y		Y	Y	Y		Y	Y	Y	Y
Lockhill Selma	Huebner Road	San Pedro	Y	Y	Y	Y	Y			Y		Y							Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Lockhill Selma	De Zavala	San Pedro			Y					Y		Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Loop 1604	IH 10	Graytown Road		Y							Y		Y					Y	Y				Y		Y	Y	Y		Y		Y	Y	Y		Y			
Loop 1604	Miramar Blvd	FM 1346			Y	Y	Y		Y		Y		Y	Y				Y	Y	Y	Y		Y		Y	Y	Y		Y		Y	Y	Y	Y	Y			
Loop 1604	Miramar Blvd	New Sulphur Springs (FM 343			Y				Y		Y		Y	Y				Y	Y	Y	Y		Y		Y	Y	Y		Y		Y	Y	Y	Y	Y			
Loop 1604	Old Pearsall Road	Somerset Road			Y				Y		Y		Y	Y			Y	Y	Y		Y				Y	Y	Y		Y		Y	Y	Y		Y			
Loop 1604	IH-10	3360 ft Northwest of Rocket L	Y								Y		Y					Y	Y				Y		Y	Y	Y		Y		Y	Y	Y		Y			
Louis Pasteur	Floyd Curl	Babcock Road		Y					Y	Y	Y				Y	Y		Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Macdona-Lacoste	Wisdom Road	W Montgomery		Y									Y	Y				Y		Y	Y					Y			Y		Y	Y	Y	Y	Y			
Marbach Road	Ingram Road	Meadow Way		Y	Y	Y	Y			Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Marbach Road	Ellison	Meadow Way		Y	Y					Y			Y					Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y		Y	Y	Y
Marbach Road	Hunt Ln	Meadow Way	Y	Y	Y					Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Mathis	County Line	IH 37			Y								Y	Y			Y	Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y			
McCullough	IH 35 N	Brooklyn				Y	Y			Y									Y	Y	Y						Y				Y	Y	Y	Y	Y			
McCullough	Basse	Woodlawn	Y	Y						Y		Y							Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Medical Drive	IH 10	Floyd Curl	Y	Y							Y				Y	Y		Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Medina Base Road	Ray Ellison Dr	Fleethill	Y	Y				Y		Y	Y			Y				Y	Y	Y	Y				Y		Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Midcrown	Walzem Road	Castle Cross		Y						Y			Y	Y				Y	Y	Y	Y					Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y
Military	Loop 410	US 90		Y						Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Military	Seascape Dr	SH 151		Y						Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Military	N Hunt Lane	Reed		Y						Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Military	Marbach Road	US 90	Y	Y									Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y					
Mogford	US 281	Campbellton Road			Y							Y	Y				Y	Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Mitchell	Probandt	Mission Road	Y	Y									Y						Y	Y	Y				Y		Y		Y		Y	Y	Y	Y	Y			
Mulberry	McCullough	Broadway	Y	Y								Y							Y	Y	Y				Y		Y		Y		Y	Y	Y	Y	Y			
N St. Mary's	West Josephine	Tuleta				Y	Y			Y		Y							Y	Y	Y						Y				Y	Y	Y	Y	Y			
Nacogdoches Road	Broadway	Naco-Perrin		Y	Y	Y	Y			Y		Y	Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Nacogdoches Road	Wurzbach Parkway	Broadway	Y	Y						Y				Y					Y	Y	Y	Y			Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Nakoma	West Ave	Jones Maltsberger	Y	Y						Y	Y							Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y		Y	Y	Y	Y

Table 10-3. Congested Corridors and Recommended Strategies

			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
New Braunfels	Geneseo	Funston Place		Y	Y	Y	Y			Y		Y	Y	Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
New Braunfels	E Carson	E Houston St				Y	Y			Y	Y								Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
New Braunfels	Pecan Valley	Sidney Brooks				Y	Y			Y			Y					Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
New Suplhur Springs	Foster	Loop 410				Y	Y			Y			Y	Y				Y	Y							Y	Y		Y	Y	Y	Y	Y		Y	Y	Y	Y
Newell	St. Mary's	Broadway				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Newell	N St. Mary's	Casa Blanca				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
NW Military Hwy	Lockhill Selma	Loop 410		Y						Y		Y		Y				Y	Y	Y	Y						Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
NW Military Hwy	Wurzbach Parkway	Loop 1604			Y	Y	Y			Y		Y	Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Oblate	San Pedro	Jones Maltsberger Road		Y	Y	Y	Y							Y			Y	Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
O'Connor Road	Stahl Road	Wurzbach Parkway	Y	Y						Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
O'Connor Road	Loop 1604	Wurzbach Parkway		Y						Y			Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
O'Connor Road	Loop 1604	New World			Y	Y	Y		Y	Y			Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Old Corpus Christi	Loop 1604	County Line			Y	Y	Y						Y	Y				Y	Y	Y	Y					Y		Y	Y		Y	Y	Y	Y	Y	Y	Y	
Old Corpus Christi	Loop 410	County Line			Y								Y	Y				Y	Y	Y	Y					Y		Y	Y		Y	Y	Y	Y	Y	Y	Y	
Old Grissom	Grissom Road	Timber Path				Y	Y						Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Old Pearsall Road	Covel Road	Loop 1604				Y	Y			Y			Y	Y			Y	Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Old Pearsall Road	Five Palms	Loop 1604			Y					Y			Y	Y			Y	Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Old Pearsall Road	Nelson Road	Robert Glenn		Y						Y			Y	Y			Y	Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Palo Alto	Somerset	IH 35 S		Y														Y		Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Pat Booker	IH 35	FM 78				Y	Y			Y	Y		Y						Y	Y	Y					Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Patricia	Vista View	West Ave				Y	Y						Y						Y	Y	Y					Y			Y		Y	Y	Y	Y	Y	Y	Y	Y
Pecan Valley	S New Braunfels Ave	W Palfrey Ave				Y	Y			Y		Y							Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Perrin Beitel	Wurzbach Parkway	Loop 410		Y	Y	Y	Y			Y			Y	Y					Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y
Perrin Beitel	Wurzbach Parkway	Austin Highway			Y	Y	Y			Y			Y	Y					Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y
Pleasanton	Mayfield	Hutchins Place		Y						Y									Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Potranco	Loop 1604	Talley Road			Y	Y	Y			Y			Y	Y			Y	Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Potranco	Culebra Road	SH 211			Y					Y			Y	Y			Y	Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Presa	Carolina	Steves Ave				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Probandt	Steves Ave	Mitchell	Y	Y						Y			Y						Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Prue Road	Huebner Road	Babcock Road				Y	Y			Y			Y					Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Prue Road	Cedar Park	Bandera Road				Y	Y			Y			Y					Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Prue Road	Huebner Road	Bandera Road	Y	Y	Y					Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Quintana Road	Frio City Road	Southcross Blvd	Y	Y						Y	Y		Y					Y	Y		Y				Y	Y	Y		Y	Y	Y	Y	Y		Y	Y	Y	Y
Ramblewood	US 281	Smithson Valley				Y	Y					Y						Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Ramsey	Blanco Road	Jones Maltsberger		Y								Y						Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Ramsey	Blanco Road	Jones Maltsberger			Y	Y	Y												Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Randolph	Crestway	O'Connor Road				Y	Y						Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y			
Raven Field Dr	Pue Road	Adams Hill				Y	Y			Y									Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Ray Ellison	SW Loop 410	Old Pearsall				Y	Y			Y	Y		Y	Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Ray Ellison - Hunt	US 90 W	Medina Base Road		Y						Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Rector	Blanco Road	McCullough		Y						Y			Y						Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Redland Road	US 281	Jones Maltsberger				Y	Y						Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Reed	Culebra Road	W Military Drive				Y	Y			Y			Y					Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y

Table 10-3. Congested Corridors and Recommended Strategies

			2005 Congested System	2015 Congested System	No Build Congested System	2025 Congested System	2035 Congested System	Corridor is Under Construction	Adv Traffic Mgmt/Traveler Information System	Adv Public Transp System	Emergency Management	Preserve Neighborhood Aesthetic	Land Use/Growth Management	Preserve Green Infrastructure	Parking Management	Vehicle Use Limitations	Project addressed in COSA MTHP	Capacity Improvements	Roadway Rehabilitation	Pedestrian Facilities	Bicycle Facilities	High Capacity Transit	Managed Lanes	Commuter Rail Service	Incident Management	Access Management	Signalization/Traffic Flow Impr	Railroad Crossing Improvements	Construction Coordination	Freight Management	Rideshare Program	Work Schedule Coordination	Telecommuting	Walkable Community Workshop	Trip Planning	Transit Service Enhancements	Transit Facilities	Ridership Incentives
Rhapsody	Warfield	US 281		Y						Y	Y							Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y
Richland Hills	W. Military	Loop 410			Y					Y			Y					Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Rittiman	Harry Wurzbach	FM 78			Y	Y	Y			Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Rittiman Road	Harry Wurzbach	Castle Cross	Y	Y						Y	Y		Y						Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Rittiman Road	Harry Wurzbach	Seguin Road		Y						Y	Y		Y						Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Roland Ave	IH 10	Rigsby Ave				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Roosevelt	Ashley	FM 1937			Y					Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
San Pedro	Sahara	Rector		Y						Y									Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Sidney Brooks	S New Braunfels Ave	City-Base Landing				Y	Y			Y	Y	Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Smithsom Valley	Laurie Mitchell Road	Bulverde Road		Y									Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Somerset Road	Loop 410	Senior Road		Y									Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Somerset Road	Loop 410	Loop 1604			Y								Y	Y			Y	Y	Y	Y	Y					Y	Y		Y		Y	Y	Y		Y			
Sonterra	US 281	Stone Oak Parkway		Y	Y	Y	Y			Y	Y		Y	Y			Y		Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Southcross	Roosevelt	Dollarhide				Y				Y			Y	Y					Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Southcross	Roosevelt	Lyric				Y	Y			Y			Y	Y					Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Southcross-New Sulphur S	FM 1628	County Line			Y	Y	Y			Y			Y	Y				Y	Y							Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Southcross-New Sulphur S	WW White	County Line			Y					Y			Y	Y				Y	Y							Y	Y		Y		Y	Y	Y		Y	Y	Y	Y
Southton	Loop 410	IH 37			Y								Y	Y				Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y		Y			
St Cloud	Babcock Road	Bandera Road				Y	Y			Y		Y							Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Stahl	Fairway Oaks	Higgins Road		Y						Y			Y					Y	Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Starcrest Dr	Bitters Road	Wurzbach Parkway	Y	Y						Y		Y		Y			Y		Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Stone Oak Parkway	Loop 1604	Canyon Golf			Y	Y	Y					Y	Y	Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Stone Oak Parkway	Hardy Oak	Loop 1604	Y	Y								Y	Y	Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Stone Oak Parkway	Evans Road	Loop 1604		Y								Y	Y	Y					Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Sunset	Jones Maltsberger	Broadway			Y	Y	Y						Y						Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y	Y				
Tezel Road	Culebra Road	Bandera Road			Y					Y			Y						Y		Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Tezel Road	Culebra Road	Mainland Drive				Y	Y			Y			Y						Y		Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Tezel Road	Timber Path	Grissom Road	Y	Y				Y					Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Tezel Road	Silent Oaks	Grissom Road		Y				Y					Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Tezel Road	Old Tezel Road	Grissom Road						Y					Y						Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Thousand Oaks	Wurzbach Parkway	IH 35 N		Y									Y	Y				Y	Y							Y	Y	Y	Y		Y	Y	Y	Y				
Thousand Oaks	Jones Maltsberger	IH 35 N			Y	Y	Y			Y			Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Timber Path	Timberwilde	Culebra				Y	Y						Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Timberhill	Grissom Road	Wurzbach		Y						Y		Y		Y	Y				Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Toepperwein Road	Lookout Road	Nacogdoches Road		Y						Y		Y	Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Toepperwein Road	Stahl Road	FM 1516			Y	Y	Y			Y	Y		Y	Y				Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Toepperwein Road	IH 35	FM 78 Seguin Road	Y	Y						Y	Y			Y				Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Toepperwein Road	IH 35	Gibbs-Sprawl		Y						Y	Y			Y				Y	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Tuleta	Devine Road	Broadway				Y	Y			Y		Y		Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
UTSA Blvd	Babcock Road	IH 10	Y	Y						Y			Y		Y	Y		Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Vance Jackson	Greencrest	Gardina				Y	Y					Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Vance Jackson	UTSA Blvd	De Zavala				Y	Y					Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Vance Jackson	Trudell	Woodstone			Y					Y		Y	Y						Y	Y	Y					Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Table 10-3. Congested Corridors and Recommended Strategies

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Vance Jackson	Huebner Road	Cherry Ridge	Y	Y								Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Vance Jackson	Woodstone	Cherry Ridge		Y								Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
W Military Dr	Loop 410	Luke Blvd				Y	Y					Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
W Military Dr	Potranco	Luke Blvd			Y					Y	Y	Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
W Military Dr	Seascape Dr	Reed Road				Y	Y			Y	Y	Y	Y	Y				Y	Y	Y	Y				Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Walzem Road	Austin Highway	Eaglecrest Blvd			Y	Y	Y			Y			Y						Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Walzem Road	Gibbs-Sprawl	FM 78				Y	Y			Y			Y						Y	Y	Y					Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Watson Road	Somerset Road	SH 16 Palo Alto			Y	Y							Y	Y			Y	Y	Y							Y	Y		Y	Y	Y	Y	Y				
Weir Road FM 2538	Trainer Hale Road	Beyer Path				Y	Y						Y	Y				Y	Y							Y			Y		Y	Y	Y	Y				
Weir Road FM 2538	Lower Seguin Road	New Berlin			Y	Y	Y						Y	Y				Y	Y							Y			Y		Y	Y	Y	Y				
West Ave	Bitters Road	Hildebrand	Y	Y	Y	Y	Y			Y			Y						Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Westover Hills	Culebra Road	Hunt Lane		Y									Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y			
Wetmore Road	Bitters Road	2170 ft Northeast of Wurzbach	Y	Y							Y		Y	Y			Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Wetmore Road	Thousand Oaks Dr	Loop 410		Y	Y	Y	Y				Y		Y	Y			Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y		Y	Y	Y		Y	Y	Y	Y
Weybridge	Village Arbor	Culebra/ FM 471				Y	Y			Y		Y						Y	Y	Y	Y								Y		Y	Y	Y		Y	Y	Y	Y
Weybridge	Dover Ridge	Culebra/ FM 471			Y					Y		Y						Y	Y	Y	Y								Y		Y	Y	Y		Y	Y	Y	Y
Williamsburg	Fredericksburg Road	Babcock Road				Y	Y			Y		Y				Y			Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Wilson	Babcock Road	Woodlawn	Y	Y						Y		Y							Y	Y	Y				Y		Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Wiseman	Talley Road	N Ellison				Y	Y						Y	Y					Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Woodlawn	Zarzamora	San Pedro		Y						Y		Y			Y				Y	Y	Y					Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Woodlawn	Kampmann Blvd	NW 36th Street				Y	Y			Y		Y			Y				Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Woodlawn	Zarzamora	McCullough				Y	Y			Y		Y			Y				Y	Y	Y					Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
W Montgomery	US 90	Macdona-Lacoste				Y	Y						Y	Y				Y	Y	Y	Y					Y	Y	Y	Y		Y	Y	Y	Y	Y			
Wurzbach	Evers	Lockhill Selma				Y	Y		Y	Y	Y	Y	Y	Y				Y	Y	Y	Y	Y			Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Wurzbach	Crystal Run	Lockhill Selma			Y	Y	Y		Y	Y	Y	Y	Y	Y				Y	Y	Y	Y	Y			Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Wurzbach	Roxbury	Lockhill Selma			Y	Y	Y		Y	Y	Y	Y	Y	Y				Y	Y	Y	Y	Y			Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y
Wurzbach	Bandera Road	IH 10 W		Y					Y	Y	Y		Y	Y		Y			Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y
Wurzbach Parkway	Starcrest	Wetmore	Y	Y					Y	Y			Y	Y			Y		Y	Y	Y	Y		Y	Y	Y			Y		Y	Y	Y		Y	Y	Y	Y
Zarzamora	IH 35 S	SW Loop 410				Y	Y			Y			Y	Y				Y	Y	Y	Y					Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y

11. Financial Information

Accomplishments Over the Past Five Years

Since the adoption of the Metropolitan Transportation Plan in December 2004, several financial mechanisms, such as the Advanced Transportation District, Pass - Through Financing, American Recovery and Reinvestment Act, Proposition 12 and Proposition 14 have been used successfully to advance construction projects. Additionally, the MPO participated in the year 2006 statewide update of the Texas Metropolitan Mobility Plan to identify unfunded transportation needs and gap sources of funding. Additional funding for transportation, either through increased federal and/or state taxes, local option taxes or user fees, continues to be a priority for the region.

Background

Fiscal constraint has remained a key component of transportation plan and program development since enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 followed by the Transportation Equity Act for the 21st Century (TEA-21) in 1998 and most recently by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) on August 10, 2005.

Traditionally, financing future transportation projects would begin with an examination of historical state and federal funding levels. To estimate future federal and state funding for the region, a forecast based on previous authorizations would be made. However, the insolvency of the Highway Trust Fund, federal funding rescissions, the current economic recession, and periods of high gas prices that reduced the overall amount of driving coupled with more efficient vehicles, make estimating the future funding levels based on historical data, a challenge. Simply projecting current revenues over the past several years for the future is no longer a viable methodology for revenue forecasting.

Additionally, as noted by both the Sunset Commission and the State Auditor's office, there has been a general lack of consistency among Texas' Metropolitan Planning Organizations in terms of their assumptions and methodologies in producing their long-term transportation plans. This inconsistency in turn reduces the utility of a statewide plan encompassing the MPO plans.

To address this situation, a joint Texas Association of MPOs (TEMPO)/Texas Department of Transportation (TxDOT) workgroup, with the assistance of the Texas Transportation Institute, developed the most sophisticated revenue forecasting model used to date. This model, known as TRENDS (*Transportation Revenue Estimation and Needs Determination System)*, produces an estimate of expected conventional revenues through 2035, and quantification of possible revenue enhancements.

TRENDS model

The TRENDS model is usable for transportation planning activities statewide. Incorporating the consensus critical assumptions allows credible planning and "what-if" analysis.

Variables used in the TRENDS model are state population growth, anticipated fuel efficiency, and Federal Trust Fund availability. In addition, the analysis includes selected scenarios of potential revenue enhancements. There are obviously an enormous number of possible combinations of these factors that could be examined. TRENDS allows for extensive and rapid "what-if" analyses by policymakers of scenarios of the critical factors affecting revenues as well as alternative policy options.

In terms of results, the Unified Transportation Program (UTP) "Baseline" scenario (containing "middle-of-the-road" assumptions and parameters but no revenue enhancements), has no funds left for the mobility categories, and would require further reductions even in maintenance funding. Of the additional three scenarios constructed with varying revenue-impacting assumptions but with no enhancements, only the one with all high-revenue assumptions produced enough to fund a small amount of additional mobility investment.

This study found that over the next two decades, fuel consumption will decrease because the impact of greatly increased fuel efficiency will likely surpass the increase in driving. This would actually decrease motor fuel tax revenues relative to today; and when accounting for inflation, *greatly* decrease them.

It is clear that some form of additional financing will be needed for the state; otherwise, there will be continued increases in congestion and likely even reduced levels of maintenance. And it is highly unlikely that the Federal Highway Trust Fund, itself also subject to fuel-efficiency erosion, will solve the problem for Texas.

Additional Financing

In addition, new, "but reasonably expected to be available" funding sources can be explored as alternatives. New revenue sources usually require some degree of official action, (enabling legislation, referendum, or jurisdictional decision). In order to be considered a strategy for funding sources must ensure the availability of the new revenue in the years when the funds are needed for project development and implementation. Structures to administer new revenue sources may also need to be established if not already in place. New initiatives will continue to be considered during the process of developing the Financial Plan of the MTP Update. Financial planning is a dynamic process, and should always be adaptable to new innovations as they are identified. In a tight economy, the challenge is finding creative ways to optimize and/or augment existing financing strategies.

Goals and Objectives

The following goals and objectives support the vision of a workable, cost beneficial transportation system that efficiently serves area mobility and accessibility needs:

Goal 1 Effectively use available resources for the development, operations, and maintenance of the transportation system.

- Objective 1.1 Develop and maintain a financing program that leverages all available funding
- Objective 1.2 Develop and maintain a process for continually monitoring financial needs and resource management

Goal 2 Base cost effective transportation system expansion decisions on both capital investment and operation and maintenance costs

- Objective 2.1 Consider operation and maintenance costs when making capital investment decisions
- Objective 2.2 Adequately finance operational and maintenance activities which will extend facility life cycle and improve system efficiency

Selected Funding Sources

Texas Mobility Fund

A constitutional amendment establishing the Texas Mobility Fund was approved by the State of Texas in the November 2001 election. This fund allows TxDOT to issue bonds for road construction (including toll roads) and other transportation investments through secured future revenue such as transportation related fees. The fund provides the Texas Department of Transportation the ability to issue bonds and allow mobility projects to begin earlier.

Surface Transportation Program – Metropolitan Mobility Funds

Funds from the Surface Transportation Program – Metropolitan Mobility (STP-MM) program are administered in Bexar County by the MPO. The original source of these monies is primarily the federal gas tax and various truck taxes. Funds from this source are flexible and can be spent on various transportation projects.

Special Funding Programs

Recent special funding programs include the various components of the nationwide American Recovery and Reinvestment Act, and state funding sources including Proposition 12 and Proposition 14. These are inconsistent funding sources because, to date, they have provided one-time only funds.

Transit Formula Funds (FTA Section 5307)

For transit projects, these revenues are provided directly to VIA Metropolitan Transit., through a funding formula. The program is also known as Section 5307 funds and come from federal gas taxes and the general fund. The funds are primarily for transit capital purchases such as buses and transit maintenance facilities and fund 80% of a total project's cost and require a 20% local match.

Fare Box Revenue

The passenger fare revenues from VIA Metropolitan Transit support operation and maintenance of the transit system.

VIA Metropolitan Transit Sales Tax

A transit sales tax of ½ % is collected within VIA Metropolitan Transit's service area. The revenues from the sales tax are administered by VIA and support operation, maintenance and capital expenditures for transit.

Advanced Transportation District

Creation of an Advanced Transportation District and authorization of the imposition of a local sales and use tax for advanced transportation (Senate Bill 769) was enacted by the Texas Legislature during the 76th session in 1999. The Texas Legislature amended this legislation in 2003. Advanced transportation as defined in the legislation includes light rail, commuter rail, fixed guideways, traffic management systems, busways, bus lanes, technologically advanced bus transit vehicles and systems, bus rapid transit vehicles and systems, passenger amenities, transit centers, stations, electronic transit-related information, fare, and operating systems, high occupancy vehicle lanes, traffic signal prioritization and coordination systems, monitoring systems, and other advanced transportation facilities, equipment, operations, systems, and services, including planning, feasibility studies, operations, and professional and other services in connection with such facilities, equipment, operations, systems, and services.

This legislation authorizes that the board of an authority in which the sales and use tax is imposed at a rate of one-half of one percent and in which the principal municipality has a population of more that 700,000 (VIA Metropolitan Transit) may order an election to create an advanced transportation district within the authority's boundaries and to impose a

sales and use tax for advanced transportation under this subchapter. Locally, VIA ordered an election for November 2, 2004. Voters in Bexar County approved the sales tax increase at the rate of one-fourth of one percent. Half of the revenue generated from this sales tax is allocated to VIA Metropolitan Transit to fund transit projects, with the remainder equally divided between the City of San Antonio and the Texas Department of Transportation to fund streets, roads and interstate projects.

Transit Discretionary Capital Funds (FTA Section 5309)

These funds are available for major new capital projects. The funding comes from federal gas taxes and the federal general fund. Transit service providers apply directly to the FTA for these funds to build a particular project.

Federal Transit Administration New Starts Program

The FTA's discretionary "New Starts" program is the Federal government's primary financial resource for supporting locally planned, implemented, and operated transit guideway capital investments. Transit guideway capital investments include heavy rail, light rail, commuter rail, bus rapid transit systems and streetcars. The New Starts program has helped to make possible hundreds of new or extended transit fixed guideway systems across the country. These rail and bus investments, in turn, have improved the mobility of millions of Americans, have helped to reduce congestion and improve air quality in the areas they serve.

Statewide Transportation Enhancement Program

The Transportation Enhancement Program is a statewide competitive program and is administered by the Texas Department of Transportation in accordance with applicable federal and state rules and regulations. The funds are provided by the Federal Government under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and are on a cost reimbursement basis. Projects undertaken with enhancement funds are eligible for reimbursement of up to 80% of allowable costs. The governmental entity nominating a project is responsible for the remaining cost share, including all cost overruns.

Congestion Mitigation and Air Quality (CMAQ) Funding

The Congestion Mitigation and Air Quality Improvement program (CMAQ) was created in 1991 by the Federal Highway Administration and the Federal Transit Administration. The intent of the program is to help fund areas with poor air quality. Although not currently available to the MPO Study Area, the CMAQ funding is considered as a future potential revenue source of this Financial Plan. This funding is available to states for distribution to metropolitan areas in non-attainment of national ambient air quality standards. The San Antonio area is currently in "attainment for ozone" status.

Safe Routes to Schools Program

The Statewide Safe Routes to School Program was created by House Bill 2204 of the 77th Texas Legislature. This program is a competitive construction program designed to improve children's safety in and around school areas. The Texas Department of Transportation has, on occasion, issued a call for projects for the Statewide Safe Routes to School Program. The MPO, as part of its Walkable Community Program, conducts Safe Routes to Schools workshops. At the workshops, citizens, community groups and stakeholders identify needed improvements and safety hazards near schools. MPO staff produces a written report documenting the workshop process and the public's input in identifying potential safety improvements in the community.

State Infrastructure Bank

A State Infrastructure Bank (SIB) is an infrastructure investment fund created at the state level. Established in 1995 as part of the National Highway Designation Act (NHS) and approved in 1997 by the 75th Texas Legislature, the Texas Department of Transportation's state infrastructure bank maintains a revolving loan fund that may be made available (through application) to appropriate public and private entities (note: private entities are not eligible for the Proposition 12 amount in the SIB) to borrow money to finance transportation projects, subject to approval by the Texas Transportation Commission. This mechanism allows accelerated funding for needed transportation projects, provided they comply with federal and state standards.

Toll Collection/User Fees

Transportation facilities could be constructed through the selling of bonds and be operated and maintained by toll collections. Surplus revenues from toll collections could also be used to help finance other non-toll facilities. Toll revenue estimates would depend on: 1) traffic volumes of the roadway, 2) trip length, and 3) established user fee. There are currently no existing toll facilities in the region.

Transportation Partners

San Antonio Mobility Coalition

An important partner in transportation is the San Antonio Mobility Coalition, Inc., more commonly referred to as SAMCo. Organized in December 2001 as a non-profit corporation, SAMCo's purpose is "to identify and advocate transportation and mobility solutions for the San Antonio Metropolitan area." Funding for this endeavor is provided by public agencies (Bexar County, City of San Antonio, VIA Metropolitan Transit) and private interests (area chambers of commerce, major San Antonio corporations, transportation construction and supply companies, real estate developers, consulting engineers, and other interested organizations). Examples of SAMCo's efforts include expressing the funding and mobility needs of the region to the greater San Antonio Legislative delegation. More information on SAMCo can be found at www.samcoinc.org.

Alamo Regional Mobility Authority

Approval of Proposition 15 (which established the Texas Mobility Fund) and passage of Texas Senate Bill 342 in 2001 allowed for the creation of Regional Mobility Authorities (RMA). On August 12, 2003, Bexar County Commissioners Court adopted a resolution supporting the formation of a RMA and authorized the County Judge to execute a petition to the Texas Transportation Commission to form the RMA. Bexar County formed the RMA in January 2004. Today, the Alamo RMA (ARMA) is overseen by a seven member board of directors and is a local transportation authority that can build, operate and maintain transportation projects including toll roads. Information specific to the Alamo Regional Mobility Authority can be found at www.alamorma.org.

Austin – San Antonio Intermunicipal Commuter Rail District (Lone Star Rail District)

Formation of a Regional Rail District was granted by passage of Senate Bill 657 during the 75th Texas Legislative session. This legislation provides that the two major cities (Austin and San Antonio) and two major counties (Travis and Bexar) may, by a series of resolutions, create a Regional Rail District for the IH 35 corridor. In addition, other cities and counties may join the district. The Austin – San Antonio Intermunicipal Commuter Rail District (now known as the Lone Star Rail District) was fully established in 2002. The Board of Directors met for the first time in February 2003 and continues to meet regularly.

A feasibility study for the Austin – San Antonio Corridor conducted in 2004 provided a comprehensive and integrated analysis of the corridor to prepare a long-term strategy and implementation for improving freight and passenger movement. In 2006 preliminary engineering studies and interlocal agreements were established. In January 2007, the San Antonio – Bexar County MPO allocated $10 million of STP-MM funds for each Fiscal Year 2011 and 2012. In 2008 the Capital Area (Austin) MPO allocated $5 million in FY 2009 and $5 million in FY 2010.

Although the Rail District does not have taxation power, it does have the authorization to develop, own and operate a commuter rail system, and issue revenue bonds for the general operation of the system. In addition, the Board is authorized to enter into contracts with local governments that levy property taxes to finance infrastructure, and can apply for federal planning funds, federal and state loans and grants, and is eligible for selling revenue bonds. Additional information on the Lone Star Rail District can be found at www.lonestarrail.org.

Bexar County

Transportation improvement projects and funding for these projects (including highway and transit projects involving County financing or property) within the jurisdiction of Bexar County must be approved by Commissioners Court. The Public Works Division of the Bexar County Infrastructure Services Department has primary responsibility for administering transportation improvements for the County. The County Engineer administers the road funds for County projects.

The average annual maintenance cost per lane mile for Bexar County is $4,543. This cost is based on actual Fiscal Year 2008 maintenance expenditures for 2600 lane miles. This figure does not include rehabilitation costs, which are included as capital costs. County roadway maintenance and improvement projects are primarily budgeted through four dedicated funds: (1) Special Road and Bridge Fund, (2) Farm-to-Market and Lateral Road Fund, (3) Economic Capital Projects Fund, and (4) November 2003 Bond Referendum Fund.

City of San Antonio

In May 2007, voters in the City of San Antonio approved the largest bond program in the city's history in the amount of $459,049,231 million to improve and enhance existing, and acquire or construct new streets, bridges, sidewalks, and drainage facilities. Other amenities include street lighting, technology improvements and signage.

The revenue sources that contribute to the city's general fund are: (1) sales tax, (2) property tax, (3) CPS Energy, and (4) other fees. The City of San Antonio will also receive a share of the revenues generated by the sales tax increase for the Advanced Transportation District. VIA Metropolitan Transit also contributes to the maintenance of the street system. Street reconstruction augments the street maintenance program, extending the life expectancy of city streets. This is inclusive of seal coat, rehabilitation, crack seal, asphalt overlay and base failure.

Other Local Funding Programs

Suburban cities and surrounding counties may use local general funds, as well as dedicated road-building funds to complete regional transportation improvements. These funds rely on revenues from various sources including local sales and property taxes, fees, fines, bond levies, and private sector contributions including right-of-way dedication.

Public/Private Partnerships

Public/private partnerships have occasionally been used in financing transportation facilities. These ventures include roadways, bridges, right-of-way, pedestrian facilities, auxiliary lanes and signalization. Public/private partnerships may also be used for parking facilities, bicycle facilities, transit improvements (including shelters), operational improvements, providing matching funds for transportation improvement projects (including enhancement projects), toll facilities, and other situations which may help leverage available financing for transportation improvements.

Gap Funding

Reducing future congestion in the Bexar County region will require innovative financing techniques that increase the funding amount that the area currently receives from traditional funding sources. In order to implement this plan, leaders in this region must explore various funding and project implementation strategies, including:

Reduce project costs – agencies must evaluate projects in order to eliminate, postpone, or reduce the scope of certain planned transportation projects.

Phase projects – with limited funds, search for ways to build critical sections of roadway with logical termini and not necessarily construct the ultimate build-out of a roadway in the near term.

Borrowing – this option allows the region the opportunity to build a project sooner, with the understanding that the borrowed money will need to be repaid out of future revenue streams. This could be accomplished through the issuance of bonds.

User Fees – the need for roadway improvements come at a heavy cost. At some point alternatives may need to be implemented in order to relieve congestion and improve the reliability of the transportation system. Several options exist to charge user fees:

- Applying congestion pricing to new facilities
- Tolling added roadway capacity
- Implement parking fees/fines that pay for transportation improvements

Local funding options have been pursued in previous state legislative sessions:

- Develop new local revenue sources, such as a local gas tax or local sales tax such as the Advanced Transportation District
- Raise the state gas tax or impose a region wide gas tax
- Increase vehicle registration fees
- Road impact fee for new residents
- Mileage based road user fee
- Assessing traffic impact fees/systems development charges for new development (based on expected trips that will be generated by the development)

Capture a larger portion of State and Federal transportation funding:

- Pursue additional federal discretionary funding including FTA 5309 funding and Congressional earmarks
- Work with the Texas Transportation Commission to receive a larger portion of funding allocated at their discretion

And finally, increasing the use of Local Improvement Districts, Business Improvement Districts, Tax Increment Financing Districts and other special taxing districts can also increase the transportation funding levels for the region.

As part of the motion for adoption of the long range transportation plan, the Transportation Policy Board took action ensuring that only funding sources, which are currently allowed under legislation, were to be used in the development of this Plan.

Project Lists

The final roadway and transit project list reflects consultation with the public, implementing agencies and other affected stakeholders. The MPO has undertaken an extensive amount of technical and financial analysis to arrive at the list of projects contained in this plan. The original roadway and transit project lists were reduced in order to meet the SAFETEA-LU planning requirements of financial constraint with projected financial resources available over the next 25 years. The financially constrained revenue and expenditure summary can be found in Table 11.1. Lump sum figures have been included in the project list to allow for some flexibility in project selection for safety, bicycle and pedestrian projects as well as roadway preservation over the next 25 years. The Metropolitan Transportation Plan and this project list can be revised, as necessary, to meet the changing needs of the community. It is important to note this financially constrained plan will not eliminate congestion. Levels of congestion are projected to continue to grow.

The unfunded project list is also included in this section. This list shows a minimal additional need of $2,600,000,000 in unfunded expressway and arterial roadway added capacity projects and an additional $760,000,000 in unfunded interchange projects. It is important that most of these needs are not new, but represent now unfunded projects that were adopted in December 2004 in the “Mobility 2030” long range transportation plan. Unfunded bicycle and pedestrian projects, endorsed by the MPO’s Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee, are also listed in this section.

Table 11.1 Revenues and Expenditures 2010-2035

Funding Category	Amount Available	Amount Programmed
Roadway Funding Categories Total	**$1,833,500,545**	**$1,833,500,545**
Mobility (Category 2)	$0	$0
Mobility (Texas Mobility Funds)	$215,800,000	$215,800,000
Preventative Maintenance (Category 1) (~$29.2M per year)	$730,200,000	Projects are selected by TxDOT for an amount not to exceed $730,200,000
Structure Repl. and Rehab. (Category 6) (~$10.3M per year)	$257,200,000	Projects are selected by TxDOT for an amount not to exceed $257,200,000
Safety (Category 8) (~$6.7M per year)	$168,400,000	Projects are selected by TxDOT for an amount not to exceed $168,400,000
Miscellaneous (Category 10) (~$1.0M per year)	$24,400,000	Projects are selected by TxDOT for an amount not to exceed $24,400,000
District Discretionary (Category 11) (~1.3M per year)	$31,500,000	Projects are selected by TxDOT for an amount not to exceed $31,500,000
Economic Stimulus (ARRA) (non-traditional funding source)	$99,836,707	$99,836,707
Proposition 12 (non-traditional funding source)	$132,750,000	$132,750,000
Proposition 14 (non-traditional funding source)	$60,000,000	$60,000,000
Pass Through Financing (non-traditional funding source)	$86,793,838	$86,793,838
VIA Metropolitan Transit/Public Transportation Total	**$5,093,433,743**	**$5,093,433,743**
Operating Revenue	$659,285,628	$659,285,628
Sales Tax (includes Advanced Transportation District)	$3,605,937,496	$3,605,937,496
Investment Income	$20,280,000	$20,280,000
Grant Reimbursements	$348,832,531	$348,832,531
FTA Grant Section 5307 (includes transit ARRA)	$358,931,264	$358,931,264
FTA Grant Section 5309 (includes transit ARRA)	$84,166,824	$84,166,824
FTA Grant Section 5310 ($640,000 annually)	$16,000,000	Projects are selected by TxDOT for an amount not to exceed $16,000,000
FTA "New Starts" Program	$0	$0
Advanced Transportation District (non-VIA portions)	**$425,000,000**	**$425,000,000**
TxDOT ($8.5 M X 25 yrs)	$212,500,000	Projects are selected by TxDOT and ATD for an amount not to exceed $212,500,000
City of San Antonio ($8.5 M X 25 yrs)	$212,500,000	Projects are selected by CoSA and ATD for an amount not to exceed $212,500,000
Other Funding Sources	**$4,651,376,573**	**$4,162,016,175**
Surface Transportation Program – Metro Mobility (Category 7)	$599,300,000	$109,939,602 Projects are selected by MPO w/agency local match
Stand alone pedestrian projects ($25,000,000)	-	Projects are selected by MPO w/agency local match
Stand alone bicycle projects ($25,000,000)	-	Projects are selected by MPO w/agency local match
Transportation Enhancement Program (Category 9) (~$3.0M per yr)	$76,300,000	Projects are selected by TxDOT for an amount not to exceed $76,300,000
Congestion Mitigation Air Quality	$0	$0
Commission Strategic Priority Funding (Category 12)	$18,000,000	$18,000,000
FHWA Demonstration Funds	$0	$0
Other (possible local option gas tax)	$0	$0
Private Sector Investment	$3,957,776,573	$3,957,776,573
Long Range Transportation Plan Funding Total	**$12,003,310,861**	**$11,513,950,463**

Table 11.2 Unfunded Pedestrian Project List

Street Name	From	To	Owner	Requested By
Austin Hwy	Broadway intersection	Loop 410	TxDOT	PMAC discussion
Babcock Rd	DeZavala	Loop 410	CoSA	PMAC discussion
Babcock Rd	Overlook	Pedestrian bridge for children	CoSA	Walkable Community Workshop
Bowie Street	Bonhan	Houston Street	CoSA	PMAC Discussion
Fredericksburg Road	IH 10	Loop 410	CoSA	PMAC Discussion/Bus Rapid Transit
Ingram (fill gaps)	Darwin	Broadview	CoSA	Walkable Community Workshop
New Braunfels Ave	Commerce Street	Military Drive	CoSA	PMAC discussion
Nogalitos	Downtown	Military Drive	TxDOT	PMAC discussion
San Pedro Ave	Ave Marie	Nova Mae	CoSA	VIA Request
Wurzbach	Babcock Road	Fredericksburg Road	CoSA	PMAC discussion
WW White (Loop 13)	Military Drive	IH 10	TxDOT	PMAC discussion
Commerce St	Old Hwy 90	New Braunfels Ave	CoSA	PMAC discussion
Commerce St	Union Pacific tracks	Kraft	CoSA	VIA Request
Martin Luther King	Freedom Bridge	IH 10	CoSA	PMAC discussion
Moursund Rd	Loop 410 underpass		TxDOT	PMAC discussion
Presa	Steves	Llano	CoSA	Walkable Community Workshop
S Flores	Formosa	Ashley	CoSA	VIA Request
Zarzamora	Saltillo	Merida	CoSA	VIA Request (gaps)
Ashby	San Pedro	N Flores	CoSA	VIA Request
Broadway	Downtown	Loop 410	CoSA/Alamo Hts	PMAC discussion
Goliad Rd	Southcross	Military Drive	CoSA	PMAC discussion
Hackberry (fill gaps)	Virginia	Westfall	CoSA	Walkable Community Workshop
Hamilton Wolfe	Oakdell Way	Fredericksburg	CoSA	PMAC discussion
Hildebrand	San Pedro	Broadway	COSA	PMAC discussion
Houston	Commerce Street	Eastwood	CoSA	VIA Request
Louis Pasteur	Babcock	Fredericksburg Road	CoSA	PMAC discussion
Martin Luther King	Poppy	Lacey	CoSA	VIA Request
Roosevelt	Kirkpatrick	Eads	CoSA	Walkable Community Workshop
Thousand Oaks	Nacogdoches	El Sendero	CoSA	VIA Requests (gaps)
W Military Drive	Woodgate Drive	Timbercreek Drive	CoSA	Walkable Community Workshop
Zarzamora	Kirk	Linares	CoSA	VIA Request (gaps)
Castroville	Acme	41st Street	CoSA	VIA Request

Street Name	From	To	Owner	Requested By
Commerce St	Coca Cola	just west of Houston Street	CoSA	VIA Request
Floyd Curl Dr	Louis Pasteur	Hamilton Wolfe	CoSA	PMAC discussion
Gembler	Entire length		CoSA	PMAC discussion
Huebner	in front of Leon Valley Elementary School		City of Leon Valley	Walkable Community Workshop
Josephine	Austin	US 281 Access Road	CoSA	VIA Request
Military Dr (Loop 13)	IH 37	S. Presa	TxDOT	PMAC discussion
Mulberry St	US 281	Broadway	CoSA	PMAC discussion
New Braunfels	Hot Wells	SE Military Drive	CoSA	VIA Request
Old Hwy 90	San Felipe	San Joaquin	CoSA	VIA Request
Old Hwy 90	Suzette	Acme	CoSA	VIA Request
San Pedro	Downtown	Loop 410	CoSA	PMAC discussion
Zarzamora	French Place	Cincinnati	CoSA	VIA Request (gaps)
Zarzamora	Nogalitos	Fredericksburg Road	CoSA	PMAC discussion
Benrus	Ridge Drive	Blessing Street	CoSA	Walkable Community Workshop
Bulverde Rd	Evans	Marshall	Bexar County	PMAC discussion/sidewalks entire length
Commerce St	New Braunfels	IH 10	CoSA	PMAC discussion
Eckert	Huebner	Babcock	CoSA	PMAC discussion
Frio City Road	Brazos	Zarzamora	CoSA	VIA Request
SH 16	Loop 410		TxDOT	PMAC discussion
Probandt	S Flores	S Alamo	CoSA	PMAC discussion
SW Loop 410 Access Rd	Marbach	Timbercreek Drive	TxDOT	Walkable Community Workshop
West Ave	Military Drive	Bitters Rd	CoSA	PMAC discussion
Zarzamora	Woodlawn	French Place	CoSA	VIA Request/fill gaps
Aransas	Palmetto	Denver	CoSA	Walkable Community Workshop
Evers Rd	Forest Meadow	Forest Way	City of Leon Valley	Walkable Community Workshop
N St. Mary's	Tuleta	Commerce	CoSA	PMAC discussion or VIA Request
NW 36th Street	Culebra	Bandera Road	CoSA	PMAC discussion
Stardust	Ingram	Ebony	CoSA	Walkable Community Workshop
El Sendero	Thousand Oaks	Las Cruces	CoSA	VIA Request
Lynhaven	E. Houston Street	320' South of Houston	CoSA	VIA Request

Table 11.3 Unfunded Bicycle Project List

Bicycle Mobility Advisory Committee proposed projects/on road bicycle lanes in support of the Bicycle Master Plan				
Street	**From**	**To**	**Ownership**	**Requested by:**
Blanco Alternative: streets yet to be identified	Lockhill-Selma	Ashby	CoSA	BMAC discussion
Bulverde	Evans	Marshall	Bexar County	BMAC discussion/bike facilities entire length
Eckhert Rd/FM 1517	SH 16	Huebner Road	TxDOT	Walkable Community Workshop
Evers Road	Callaghan	Huebner Road	CoSA/Leon Valley	Walkable Community Workshop
Fredericksburg Rd	Loop 410	Medical Drive	CoSA	BMAC discussion
FM 471/Grissom Rd	SH 16	FM 3487	TxDOT	Walkable Community Workshop
FM 1560	Loop 1604	SH 16	TxDOT	BMAC discussion/add shoulders or bike lane (4'-6')
Kyle Seale Parkway	FM 1560	Riggs Road	City of Helotes	Walkable Community Workshop
Loop 13	Loop 410	IH 37	TxDOT	BMAC discussion
Probandt/Alamo	San Antonio River	intersection with Main and S Alamo	CoSA	BMAC discussion
Probandt	S Flores	Malone	CoSA	BMAC discussion
Probandt	Theo	S Alamo	CoSA/TxDOT	BMAC discussion
Rittiman Road	Harry Wurzbach	Salado Creek	CoSA	BMAC discussion
US 87	Roland	Loop 13	TxDOT	BMAC discussion
Wurzbach Rdoad	Ingram	Lockhills-Selma	City of Leon Valley/CoSA	Walkable Community Workshop/BMAC discussion
Non infrastructure request	Upgrade to 3 bike racks on VIA Fleet			BMAC discussion
Non infrastructure request	bike locker pilot program at 10 VIA locations and 10 CoSA locations			BMAC discussion
Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee proposed projects: off road joint use paths				
Street	**From**	**To**	**Ownership**	**Requested by:**
Helotes Linear Joint Use Path	Helotes Ranch Acres	Parrigin Playground	City of Helotes	Walkable Community Workshop
Lackland Spur Abandoned railway for Linear Joint Use Path	Medina Base Road	MCAuillf Middle Schoo	CoSA	Walkable Community Workshop/safe route to school and would keep ped/cyclists off all roads in the area
Leon Valley Linear Joint Use Path	Raymond Rimkus Park	Crystal Hills Park	City of Leon Valley	Walkable Community Workshop/Bandera Road Alternative
S.E. Military Off Road Joint Use Sidewalk	Mission Pky	Goliad Rd	TxDOT	BMAC discussion/S.E. Military alternate/supports VIA/Connects to Mission Trail
Brooks City Base Linear Joint Use Path	S New Braunfels	City Base Landing (Brooks City Base)	Brooks City Base	BMAC discussion/Mission Trail Connection
Linear Joint use path along UTSA Blvd/Spur 53	Babcock	IH10	CoSA/TxDOT	BMAC discussion
Kerrville Abandoned railway for Linear Joint Use Path	Raymond Russell Park	Probandt	TxDOT	BMAC discussion/Citizen suggestion at BMAC night meeting/IH10 alternative from 1604 to downtown SA
Linear Joint Use Path along Helotes Creek	FM 1560	Old Town City Center	City of Helotes	Walkable Community Workshop/FM 1560 Alternative
San Pedro Creek Linear Joint Use Path	Tunnel at Quincy	San Antonio River	CoSA	PMAC discussion/S. Flores alternate
Martinez Creek Linear Joint Use Path	Hildebrand	Alazan Creek	CoSA	BMAC discussion/IH 10 alternative
Apache Creek Linear Joint Use Path	General McMullen	Alazan Creek	CoSA	BMAC discussion/Guadalupe/Buena Vista/Zarzamora alternate
Alazan Creek Linear Joint Use Path	Woodlawn Lake	Apache Creek	CoSA	BMAC discussion/Culebra/Zarzamora alternate
CPS Easement Linear Joint Use Path	Near location of Bandera Rd and Loop 1604		CoSA,CPS, Private Individuals	Citizen input at Bike Night/Walkable Community Program Application
Non-Functionally Classified Projects (will require other than federal funding)				
Circle A Trail	Rafter Road	Scenic Loop Road	City of Helotes	Walkable Community Workshop
El Verde	entire length		City of Leon Valley	Walkable Community Workshop
Iron Horse Way	entire length		City of Helotes	Walkable Community Workshop
Palfrey	Pickwell	Dollarhide	CoSA	BMAC discussion

CoSA = City of San Antonio **TxDOT = Texas Department of Transportation**

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9903.2	**Federal (FTA) Funds:**	$354,700
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	FD,CM	**Other Funds:**	$88,675
Project Description:	Transit: Bus Rapid Transit Fredericksburg Road Corridor Final Design, Construction Management	**Fiscal Year Cost:**	$443,375
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9902.2	**Federal (FTA) Funds:**	$1,284,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	FD, C, CM	**Other Funds:**	$321,000
Project Description:	Transit: Bus Rapid Transit Medical Center Transit Center Final Design, Construction, Construction Management	**Fiscal Year Cost:**	$1,605,000
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9904.2	**Federal (FTA) Funds:**	$1,555,200
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	FD, C, CM	**Other Funds:**	$388,800
Project Description:	Transit: Bus Rapid Transit Passenger Stations Final Design, Construction, Construction Management	**Fiscal Year Cost:**	$1,944,000
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9905.1	**Federal (FTA) Funds:**	$1,915,878
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$478,969
Project Description:	Transit: Bus Rapid Transit Program Management -	**Fiscal Year Cost:**	$2,394,847
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9901.2	**Federal (FTA) Funds:**	$328,160
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	FD, C, CM	**Other Funds:**	$82,040
Project Description:	Transit: Bus Rapid Transit Westside Multimodal Facility Final Design, Construction, Construction Management	**Fiscal Year Cost:**	$410,200
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	TxDOT	**Federal Funding Category:**	FTA - Section 5310
MPO Project Number:	9950.2	**Federal (FTA) Funds:**	$637,751
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$159,438
Project Description:	Transit: Elderly & Disabled Program San Antonio, Bexar County, Texas Lump Sum Amount: Transit: Elderly & Disabled Program	**Fiscal Year Cost:**	$797,189
		Total Project Cost:	$797,189
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9211.2	**Federal (FTA) Funds:**	$3,386,860
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$846,715
Project Description:	Transit: Equipment MIS Hardware Replace and upgrade various hardware components	**Fiscal Year Cost:**	$4,233,575
		Total Project Cost:	$4,233,575
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9213.2	**Federal (FTA) Funds:**	$523,167
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$130,792
Project Description:	Transit: Equipment Miscellaneous Equipment Replace old non-serviceable equipment	**Fiscal Year Cost:**	$653,959
		Total Project Cost:	$653,959
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9203	**Federal (FTA) Funds:**	$120,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$30,000
Project Description:	Transit: Facility Rehabilitation	**Fiscal Year Cost:**	$150,000
		Total Project Cost:	$150,000
	Rehabilitation/Renovation Admin/Maint	**TDC Requested:**	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9703.2	**Federal (FTA) Funds:**	$2,381,609
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$595,402
Project Description:	Transit: Other Programs	**Fiscal Year Cost:**	$2,977,011
	ADA Complementary Paratransit Expense	**Total Project Cost:**	$2,977,011
	-	**TDC Requested:**	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9702.2	**Federal (FTA) Funds:**	$3,200,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$800,000
Project Description:	Transit: Other Programs	**Fiscal Year Cost:**	$4,000,000
	Capital Cost of Contracting	**Total Project Cost:**	$4,000,000
	Purchased transportation expenses	**TDC Requested:**	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5316
MPO Project Number:	9704.2	**Federal (FTA) Funds:**	$1,040,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$1,040,000
Project Description:	Transit: Other Programs	**Fiscal Year Cost:**	$2,080,000
	Job Access/Reverse Commute	**Total Project Cost:**	$6,118,762
	-	**TDC Requested:**	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5317
MPO Project Number:	9706.2	**Federal (FTA) Funds:**	$45,610
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$45,610
Project Description:	Transit: Other Programs New Freedom Program "I" Travel Program	**Fiscal Year Cost:**	$91,220
		Total Project Cost:	$339,600
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5317
MPO Project Number:	9707.2	**Federal (FTA) Funds:**	$77,487
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$19,372
Project Description:	Transit: Other Programs New Freedom Program Mobility Management	**Fiscal Year Cost:**	$96,859
		Total Project Cost:	$280,319
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5317
MPO Project Number:	9705.2	**Federal (FTA) Funds:**	$312,500
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$312,500
Project Description:	Transit: Other Programs New Freedom Program Will Call Service	**Fiscal Year Cost:**	$625,000
		Total Project Cost:	$1,291,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9708.1	**Federal (FTA) Funds:**	$0
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$0
Project Description:	Transit: Other Programs Planning Studies Long Range Plan	**Fiscal Year Cost:**	$0
		Total Project Cost:	$1,500,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9701.2	**Federal (FTA) Funds:**	$14,514,326
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$3,628,582
Project Description:	Transit: Other Programs Preventive Maintenance Maintenance expenses	**Fiscal Year Cost:**	$18,142,908
		Total Project Cost:	$18,142,908
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9808.2	**Federal (FTA) Funds:**	$100,752
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	C	**Other Funds:**	$25,188
Project Description:	Transit: Passenger Facilities Bus Stop Improvements Construction and signage	**Fiscal Year Cost:**	$125,940
		Total Project Cost:	$125,940
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9805.2	**Federal (FTA) Funds:**	$1,017,600
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	FD, C, CM	**Other Funds:**	$254,400
Project Description:	Transit: Passenger Facilities Downtown Stops Final Deaign, Construction, Construction Management	**Fiscal Year Cost:**	$1,272,000
		Total Project Cost:	$1,725,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9803.2	**Federal (FTA) Funds:**	$280,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	E, PE	**Other Funds:**	$70,000
Project Description:	Transit: Passenger Facilities Northeast Transfer Center - Naco Pass Environmental, Prelim Engr, Site Acq	**Fiscal Year Cost:**	$350,000
		Total Project Cost:	$1,413,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9807.2	**Federal (FTA) Funds:**	$360,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$90,000
Project Description:	Transit: Passenger Facilities Super Stops PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$450,000
		Total Project Cost:	$450,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9810.1	**Federal (FTA) Funds:**	$400,000
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	Site acquisition	**Other Funds:**	$100,000
Project Description:	Transit: Passenger Facilities US 281 North Park & Ride Site acquisition	**Fiscal Year Cost:**	$500,000
		Total Project Cost:	$500,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9104	**Federal (FTA) Funds:**	$22,422
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$5,606
Project Description:	Transit: Vehicle Acquisition Non-Revenue Vehicles (Service Vehicles) Purchase 1 expansion sedan	**Fiscal Year Cost:**	$28,028
		Total Project Cost:	$28,028
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9105	**Federal (FTA) Funds:**	$66,455
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$16,614
Project Description:	Transit: Vehicle Acquisition Non-Revenue Vehicles (Service Vehicles) Purchase 1 replacement truck	**Fiscal Year Cost:**	$83,069
		Total Project Cost:	$83,069
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9108	**Federal (FTA) Funds:**	$59,792
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$14,948
Project Description:	Transit: Vehicle Acquisition Non-Revenue Vehicles (Service Vehicles) Purchase 2 expansion trucks	**Fiscal Year Cost:**	$74,740
		Total Project Cost:	$74,740
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9103	**Federal (FTA) Funds:**	$110,226
Apportionment Year:	2010	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$27,556
Project Description:	Transit: Vehicle Acquisition Non-Revenue Vehicles (Service Vehicles) Purchase 5 replacement sedans	**Fiscal Year Cost:**	$137,782
		Total Project Cost:	$137,782
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9903.3	**Federal (FTA) Funds:**	$6,715,658
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$1,678,915
Project Description:	Transit: Bus Rapid Transit Fredericksburg Road Corridor PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$8,394,573
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9908.1	**Federal (FTA) Funds:**	$330,032
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$82,508
Project Description:	Transit: Bus Rapid Transit Maintenance Facility -	**Fiscal Year Cost:**	$412,540
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9902.3	**Federal (FTA) Funds:**	$1,225,450
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$306,362
Project Description:	Transit: Bus Rapid Transit Medical Center Transit Center PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$1,531,812
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9904.3	**Federal (FTA) Funds:**	$26,400
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	C, CM	**Other Funds:**	$6,600
Project Description:	Transit: Bus Rapid Transit Passenger Stations Construction, Construction management	**Fiscal Year Cost:**	$33,000
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9905.2	**Federal (FTA) Funds:**	$400,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$100,000
Project Description:	Transit: Bus Rapid Transit Program Management -	**Fiscal Year Cost:**	$500,000
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9906.1	**Federal (FTA) Funds:**	$0
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$0
Project Description:	Transit: Bus Rapid Transit Revenue Vehicles Purchase 5 60' articulated buses	**Fiscal Year Cost:**	$0
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9909.1	**Federal (FTA) Funds:**	$656,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$164,000
Project Description:	Transit: Bus Rapid Transit Ticket Vending Machines Purchase ticket vending machines	**Fiscal Year Cost:**	$820,000
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9907.1	**Federal (FTA) Funds:**	$320,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$80,000
Project Description:	Transit: Bus Rapid Transit Tools and Equipment Purchase tools and equipment	**Fiscal Year Cost:**	$400,000
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9901.3	**Federal (FTA) Funds:**	$17,374
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	C, CM	**Other Funds:**	$4,343
Project Description:	Transit: Bus Rapid Transit Westside Multimodal Facility Construction, Construction Management	**Fiscal Year Cost:**	$21,717
		Total Project Cost:	$58,174,840
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	TxDOT	**Federal Funding Category:**	FTA - Section 5310
MPO Project Number:	9950.3	**Federal (FTA) Funds:**	$637,751
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$159,438
Project Description:	Transit: Elderly & Disabled Program San Antonio, Bexar County, Texas Lump Sum Amount: Transit: Elderly & Disabled Program	**Fiscal Year Cost:**	$797,189
		Total Project Cost:	$797,189
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9211.3	**Federal (FTA) Funds:**	$1,036,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$259,000
Project Description:	Transit: Equipment MIS Hardware Replace and upgrade various hardware components	**Fiscal Year Cost:**	$1,295,000
		Total Project Cost:	$1,295,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9213.3	**Federal (FTA) Funds:**	$532,474
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$133,118
Project Description:	Transit: Equipment Miscellaneous Equipment Replace old non-serviceable equipment	**Fiscal Year Cost:**	$665,592
		Total Project Cost:	$995,592
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9204	**Federal (FTA) Funds:**	$120,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$30,000
Project Description:	Transit: Facility Rehabilitation Rehabilitation/Renovation Admin/Maint	**Fiscal Year Cost:**	$150,000
		Total Project Cost:	$150,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9703.3	**Federal (FTA) Funds:**	$2,400,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$600,000
Project Description:	Transit: Other Programs ADA Complementary Paratransit Expense -	**Fiscal Year Cost:**	$3,000,000
		Total Project Cost:	$3,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5316
MPO Project Number:	9704.3	**Federal (FTA) Funds:**	$1,040,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$1,040,000
Project Description:	Transit: Other Programs Job Access/Reverse Commute -	**Fiscal Year Cost:**	$2,080,000
		Total Project Cost:	$2,080,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5317
MPO Project Number:	9710	**Federal (FTA) Funds:**	$400,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$400,000
Project Description:	Transit: Other Programs New Freedom -	**Fiscal Year Cost:**	$800,000
		Total Project Cost:	$800,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9701.3	**Federal (FTA) Funds:**	$10,602,412
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$2,650,603
Project Description:	Transit: Other Programs Preventive Maintenance Maintenance expenses	**Fiscal Year Cost:**	$13,253,015
		Total Project Cost:	$13,253,015
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:			

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9808.3	**Federal (FTA) Funds:**	$65,800
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	C	**Other Funds:**	$16,450
Project Description:	Transit: Passenger Facilities Bus Stop Improvements Construction and signage	**Fiscal Year Cost:**	$82,250
		Total Project Cost:	$82,250
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9805.3	**Federal (FTA) Funds:**	$326,400
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$81,600
Project Description:	Transit: Passenger Facilities Downtown Stops PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$408,000
		Total Project Cost:	$725,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9803.3	**Federal (FTA) Funds:**	$850,400
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	FD,C,CM	**Other Funds:**	$212,600
Project Description:	Transit: Passenger Facilities Northeast Transfer Center - Naco Pass Environmental, Prelim Engr, Site Acq	**Fiscal Year Cost:**	$1,063,000
		Total Project Cost:	$1,413,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:			

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9807.3	**Federal (FTA) Funds:**	$420,000
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$105,000
Project Description:	Transit: Passenger Facilities Super Stops PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$525,000
		Total Project Cost:	$525,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9107	**Federal (FTA) Funds:**	$256,891
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$64,223
Project Description:	Transit: Vehicle Acquisition Non-Revenue Vehicles (Service Vehicles) Purchase 10 replacement trucks	**Fiscal Year Cost:**	$321,114
		Total Project Cost:	$321,114
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9106	**Federal (FTA) Funds:**	$108,908
Apportionment Year:	2011	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$27,227
Project Description:	Transit: Vehicle Acquisition Non-Revenue Vehicles (Service Vehicles) Purchase 7 replacement sedans	**Fiscal Year Cost:**	$136,135
		Total Project Cost:	$196,135
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	TxDOT	**Federal Funding Category:**	FTA - Section 5310
MPO Project Number:	9600	**Federal (FTA) Funds:**	$12,800,000
Apportionment Year:	2012-2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$3,200,000
Project Description:	Transit: Elderly & Disabled Program San Antonio, Bexar County, Texas Lump Sum Amount: Transit: Elderly & Disabled Program	**Fiscal Year Cost:**	$16,000,000
		Total Project Cost:	$16,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	Varies	**Federal Funding Category:**	FTA - Section 5316
MPO Project Number:	9650	**Federal (FTA) Funds:**	$11,440,000
Apportionment Year:	2012-2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$11,440,000
Project Description:	Transit: Other Programs Job Access/Reverse Commute Lump Sum 2012-2035	**Fiscal Year Cost:**	$22,880,000
		Total Project Cost:	$22,880,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	Varies	**Federal Funding Category:**	FTA - Section 5317
MPO Project Number:	9651	**Federal (FTA) Funds:**	$4,400,000
Apportionment Year:	2012-2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$4,400,000
Project Description:	Transit: Other Programs New Freedom Program Lump Sum 2012-2035	**Fiscal Year Cost:**	$625,000
		Total Project Cost:	$8,800,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9811.2	**Federal (FTA) Funds:**	$0
Apportionment Year:	2014	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$0
Project Description:	Transit: Bus Yard Expansion Laurel Street Expansion PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$0
		Total Project Cost:	$2,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9811.1	**Federal (FTA) Funds:**	$0
Apportionment Year:	2014	**State Funds from TxDOT:**	$0
Project Phase:	PE/D/Acq/C/CM	**Other Funds:**	$0
Project Description:	Transit: Bus Yard Expansion Laurel Street Expansion PE/Design/Land Acq/Construction/Constr Mgmt	**Fiscal Year Cost:**	$0
		Total Project Cost:	$2,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	
MPO Project Number:	0	**Federal (FTA) Funds:**	$27,052,634
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$6,763,159
Project Description:	Transit: Depreciation Years 2010-2015 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$33,815,793
		Total Project Cost:	$33,815,793
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9200	**Federal (FTA) Funds:**	$49,148,755
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$12,287,189
Project Description:	Transit: Facility Rehabilitation & Equipment Years 2010-2015 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$61,435,944
		Total Project Cost:	$61,435,944
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9300	**Federal (FTA) Funds:**	$0
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$742,170,850
Project Description:	Transit: Operating Expenses Years 2010-2015 Lump Sum Amount: Line Service	**Fiscal Year Cost:**	$742,170,850
		Total Project Cost:	$742,170,850
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9400	**Federal (FTA) Funds:**	$0
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$183,071,863
Project Description:	Transit: Operating Expenses Years 2010-2015 Lump Sum Amount: VIAtrans Service	**Fiscal Year Cost:**	$183,071,863
		Total Project Cost:	$183,071,863
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9500	**Federal (FTA) Funds:**	$0
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$29,113,416
Project Description:	Transit: Operating Expenses Years 2110-2015 Lump Sum Amount: Other Services	**Fiscal Year Cost:**	$29,113,416
		Total Project Cost:	$29,113,416
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9100	**Federal (FTA) Funds:**	$379,933
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$1,519,732
Project Description:	Transit: Vehicle Acquisition Years 2010-2015 Lump Sum Amount: Non-Revenue Vehicles	**Fiscal Year Cost:**	$1,899,665
		Total Project Cost:	$1,899,665
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9000	**Federal (FTA) Funds:**	$37,864,800
Apportionment Year:	2015	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$9,466,200
Project Description:	Transit: Vehicle Acquisition Years 2010-2015 Lump Sum Amount: Revenue Vehicles	**Fiscal Year Cost:**	$47,331,000
		Total Project Cost:	$47,331,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	
MPO Project Number:	0	**Federal (FTA) Funds:**	$25,048,736
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$6,262,184
Project Description:	Transit: Depreciation Years 2016-2020 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$31,310,920
		Total Project Cost:	$31,310,920
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9250	**Federal (FTA) Funds:**	$28,000,000
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$7,000,000
Project Description:	Transit: Facility Rehabilitation & Equipment Years 2016-2020 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$35,000,000
		Total Project Cost:	$35,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9300	**Federal (FTA) Funds:**	$0
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$627,567,676
Project Description:	Transit: Operating Expenses Years 2016-2020 Lump Sum Amount: Line Service	**Fiscal Year Cost:**	$627,567,676
		Total Project Cost:	$627,567,676
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9500	**Federal (FTA) Funds:**	$0
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$24,261,180
Project Description:	Transit: Operating Expenses Years 2016-2020 Lump Sum Amount: Other Services	**Fiscal Year Cost:**	$24,261,180
		Total Project Cost:	$24,261,180
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9400	**Federal (FTA) Funds:**	$0
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$163,312,869
Project Description:	Transit: Operating Expenses Years 2016-2020 Lump Sum Amount: VIAtrans Service	**Fiscal Year Cost:**	$163,312,869
		Total Project Cost:	$163,312,869
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9150	**Federal (FTA) Funds:**	$600,000
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$2,400,000
Project Description:	Transit: Vehicle Acquisition Years 2016-2020 Lump Sum Amount: Non-Revenue Vehicles	**Fiscal Year Cost:**	$3,000,000
		Total Project Cost:	$3,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9050	**Federal (FTA) Funds:**	$61,788,000
Apportionment Year:	2020	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$15,447,000
Project Description:	Transit: Vehicle Acquisition Years 2016-2020 Lump Sum Amount: Revenue Vehicles	**Fiscal Year Cost:**	$77,235,000
		Total Project Cost:	$77,235,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
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Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	
MPO Project Number:	0	**Federal (FTA) Funds:**	$25,048,736
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$6,262,184
Project Description:	Transit: Depreciation Years 2021-2025 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$31,310,920
		Total Project Cost:	$31,310,920
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9260	**Federal (FTA) Funds:**	$28,000,000
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$7,000,000
Project Description:	Transit: Facility Rehabilitation & Equipment Years 2021-2025 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$35,000,000
		Total Project Cost:	$35,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9270	**Federal (FTA) Funds:**	$28,000,000
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$7,000,000
Project Description:	Transit: Facility Rehabilitation & Equipment Years 2026-2030 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$35,000,000
		Total Project Cost:	$35,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9300	**Federal (FTA) Funds:**	$0
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$632,010,451
Project Description:	Transit: Operating Expenses Years 2021-2025 Lump Sum Amount: Line Service	**Fiscal Year Cost:**	$632,010,451
		Total Project Cost:	$632,010,451
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District | YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9500	**Federal (FTA) Funds:**	$0
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$24,261,180
Project Description:	Transit: Operating Expenses Years 2021-2025 Lump Sum Amount: Other Services	**Fiscal Year Cost:**	$24,261,180
		Total Project Cost:	$24,261,180
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9400	**Federal (FTA) Funds:**	$0
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$171,558,499
Project Description:	Transit: Operating Expenses Years 2021-2025 Lump Sum Amount: VIAtrans Service	**Fiscal Year Cost:**	$171,558,499
		Total Project Cost:	$171,558,499
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9160	**Federal (FTA) Funds:**	$600,000
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$2,400,000
Project Description:	Transit: Vehicle Acquisition Years 2021-2025 Lump Sum Amount: Non-Revenue Vehicles	**Fiscal Year Cost:**	$3,000,000
		Total Project Cost:	$3,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9060	**Federal (FTA) Funds:**	$50,161,600
Apportionment Year:	2025	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$12,540,400
Project Description:	Transit: Vehicle Acquisition Years 2021-2025 Lump Sum Amount: Revenue Vehicles	**Fiscal Year Cost:**	$62,702,000
		Total Project Cost:	$62,702,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	
MPO Project Number:	0	**Federal (FTA) Funds:**	$25,048,736
Apportionment Year:	2030	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$6,262,184
Project Description:	Transit: Depreciation Years 2026-2030 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$31,310,920
		Total Project Cost:	$31,310,920
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9300	**Federal (FTA) Funds:**	$0
Apportionment Year:	2030	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$635,956,865
Project Description:	Transit: Operating Expenses Years 2026-2030 Lump Sum Amount: Line Service	**Fiscal Year Cost:**	$635,956,865
		Total Project Cost:	$635,956,865
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9500	**Federal (FTA) Funds:**	$0
Apportionment Year:	2030	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$24,261,180
Project Description:	Transit: Operating Expenses Years 2026-2030 Lump Sum Amount: Other Services	**Fiscal Year Cost:**	$24,261,180
		Total Project Cost:	$24,261,180
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9400	**Federal (FTA) Funds:**	$0
Apportionment Year:	2030	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$180,220,349
Project Description:	Transit: Operating Expenses Years 2026-2030 Lump Sum Amount: VIAtrans Service	**Fiscal Year Cost:**	$180,220,349
		Total Project Cost:	$180,220,349
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9170	**Federal (FTA) Funds:**	$600,000
Apportionment Year:	2030	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$2,400,000
Project Description:	Transit: Vehicle Acquisition Years 2026-2030 Lump Sum Amount: Non-Revenue Vehicles	**Fiscal Year Cost:**	$3,000,000
		Total Project Cost:	$3,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9070	**Federal (FTA) Funds:**	$48,132,000
Apportionment Year:	2030	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$12,033,000
Project Description:	Transit: Vehicle Acquisition Years 2026-2030 Lump Sum Amount: Revenue Vehicles	**Fiscal Year Cost:**	$60,165,000
		Total Project Cost:	$60,165,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	
MPO Project Number:	0	**Federal (FTA) Funds:**	$25,048,736
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$6,262,184
Project Description:	Transit: Depreciation Years 2031-2035 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$31,310,920
		Total Project Cost:	$31,310,920
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9280	**Federal (FTA) Funds:**	$28,000,000
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$7,000,000
Project Description:	Transit: Facility Rehabilitation & Equipment Years 2031-2035 Lump Sum Amount: Buildings & Equipment	**Fiscal Year Cost:**	$35,000,000
		Total Project Cost:	$35,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District — YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9300	**Federal (FTA) Funds:**	$0
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$653,497,807
Project Description:	Transit: Operating Expenses Years 2031-2035 Lump Sum Amount: Line Service	**Fiscal Year Cost:**	$653,497,807
		Total Project Cost:	$653,497,807
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9500	**Federal (FTA) Funds:**	$0
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$24,261,180
Project Description:	Transit: Operating Expenses Years 2031-2035 Lump Sum Amount: Other Services	**Fiscal Year Cost:**	$24,261,180
		Total Project Cost:	$24,261,180
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	Local
MPO Project Number:	9400	**Federal (FTA) Funds:**	$0
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$189,343,926
Project Description:	Transit: Operating Expenses Years 2031-2035 Lump Sum Amount: VIAtrans Service	**Fiscal Year Cost:**	$189,343,926
		Total Project Cost:	$189,343,926
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9180	**Federal (FTA) Funds:**	$600,000
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$2,400,000
Project Description:	Transit: Vehicle Acquisition Years 2031-2035 Lump Sum Amount: Non-Revenue Vehicles	**Fiscal Year Cost:**	$3,000,000
		Total Project Cost:	$3,000,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

Table 11.4 Transit Project Listing
San Antonio-Bexar County Metropolitan Planning Organization
Metropolitan Transportation Plan: Transit Projects

San Antonio TxDOT District | YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	**Federal Funding Category:**	FTA - Section 5307
MPO Project Number:	9080	**Federal (FTA) Funds:**	$883,200
Apportionment Year:	2035	**State Funds from TxDOT:**	$0
Project Phase:	N/A	**Other Funds:**	$220,800
Project Description:	Transit: Vehicle Acquisition Years 2031-2035 Lump Sum Amount: Revenue Vehicles	**Fiscal Year Cost:**	$1,104,000
		Total Project Cost:	$1,104,000
		TDC Requested:	$0
		TDC Awarded:	$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A		

Notes: ARRA = American Recovery and Reinvestment Act
TIGGER = Transit Investments for Greenhouse Gas and Energy Reduction grant program

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TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	17 - 10 - 244	IH 35	07/2010	C	TxDOT	3824.0	$750,000
Limits From:	at US 281				Limits To: -			
Description:	High mast illumination							

Category sorted by:	2 - Metro Corridor (Prop 12)
2 - Metro Corridor (Prop 12)	$750,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$36,750
ROW Purchase:	$0
Construction Engineering:	$56,250
Construction Cost:	$750,000
Contingencies:	$52,500
Indirect Costs:	$38,025
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$933,525

Type of Work:	Safety
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$750,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$750,000

Additional Explanatory Notes:	TTC allocated Prop 12 on 11/19/09
Project History:	1/10 - add project

San Antonio	Bexar	17 - 10 - 250	IH 35	07/2010	C	TxDOT	3825.0	$200,000
Limits From:	2.4 Mi S of Rittiman Road				Limits To: Rittiman Road			
Description:	Install illumination							

Category sorted by:	2 - Metro Corridor (Prop 12)
2 - Metro Corridor (Prop 12)	$200,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$9,800
ROW Purchase:	$0
Construction Engineering:	$15,000
Construction Cost:	$200,000
Contingencies:	$14,000
Indirect Costs:	$10,140
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$248,940

Type of Work:	Safety
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$200,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$200,000

Additional Explanatory Notes:	TTC allocated Prop 12 on 11/19/09
Project History:	1/10 - add project

San Antonio	Bexar	72 - 8 - 120	IH 10	02/2010	C	TxDOT	3621.0	$27,808,590
Limits From:	Loop 1604				Limits To: 1.0 Mi N. of Huebner Road			
Description:	Expand 6 to 8 lane expressway and operational improvements							

Category sorted by:	ARRA (Plan B)
ARRA (Plan B)	$27,808,590
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$1,362,621
ROW Purchase:	$4,245,458
Construction Engineering:	$1,251,386
Construction Cost:	$27,808,590
Contingencies:	$2,502,773
Indirect Costs:	$1,409,895
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$38,580,723

Type of Work:	Added Capacity: Non - Toll
YOE Cost Breakdown:	
Federal Amount:	$27,808,590
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$27,808,590

Additional Explanatory Notes:	1/10 per TxDOT request move into TIP as ARRA "Plan B"/Contingency Funded project
Project History:	1/10 - move into TIP as ARRA Plan B project; 4/09- rev proj description; 1/09 - 2020 to 2012; 1/08 - 2011 to 2012; 10/07 - 2008 to 2011 & incr cost from $26,119,169; Project added via TPB action on SMP on 7/25/05;

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	72 - 12 - 179	IH 10	02/2010	C	TxDOT	3622.0	$11,772,610

Limits From: 1.0 Mi N. of Huebner Road — Limits To: S. of Huebner Road

Description: Expand 6 to 8 lanes expressway and operational improvements

Category sorted by:	*ARRA (Plan B)*
ARRA (Plan B)	$11,772,610
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$576,858
ROW Purchase:	$0
Construction Engineering:	$529,767
Construction Cost:	$11,772,610
Contingencies:	$1,059,535
Indirect Costs:	$596,871
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$14,535,641

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$11,772,610
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$11,772,610

Additional Explanatory Notes: 1/10 per TxDOT request move into TIP as ARRA "Plan B"/Contingency Funded project

Project History: 1/10 - move into TIP as ARRA Plan B project; 4/09 - revise project description; 10/07 - move from FY 2008 to FY 2011 & incr cost from $11,628,522; 4/06 - move from FY 2006 to FY 2007; project added via TPB action on

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	253 - 4 - 139	US 281	01/2010	C	ARMA	3784.0	$145,207,335

Limits From: at Loop 1604 — Limits To: -

Description: Expand interchange with 4 direct conn's (Phase 1)

Category sorted by:	*ARRA*
ARRA (TTC)	$60,000,000
2 - Prop 14	$60,000,000
ARRA (MPO)	$20,000,000
Other	$5,207,335

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$6,040,732
ROW Purchase:	$0
Construction Engineering:	$9,520,193
Construction Cost:	$120,814,636
Contingencies:	$3,624,439
Indirect Costs:	$5,207,336
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$145,207,335

Type of Work: Interchange: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$80,000,000
State Amount	$60,000,000
Local Match:	$0
Non Program Costs:	$5,207,335
YOE Cost:	$145,207,335

Additional Explanatory Notes: Alamo Regional Mobility Authority project; TxDOT is contributing $5,207,335 for indirect costs; 2/09 - rec'd $60M in ARRA, $60M

Project History: 7/09 - revise total project cost information per ARMA 2/09 - revise funding categories and scope

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	253 - 4 - 140	US 281	09/2009	C	ARMA	3801.0	$8,634,466

Limits From: Redland Road — Limits To: North of Marshall Road

Description: Operational improvements and reconfigure intersections at Encino Rio, Evans, Stone Oak and Marshall Road

Category sorted by:	*ARRA*
ARRA (MPO)	$5,700,000
ATD	$1,600,000
Local Contribution	$480,000
Other	$274,466

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$619,673
ROW Purchase:	$0
Construction Engineering:	$473,193
Construction Cost:	$6,948,680
Contingencies:	$318,434
Indirect Costs:	$274,486
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$8,054,466

Type of Work: Operational

YOE Cost Breakdown:

Federal Amount:	$5,700,000
State Amount	$0
Local Match:	$0
Non Program Costs:	$2,934,466
YOE Cost:	$8,634,466

Additional Explanatory Notes: Alamo Regional Mobility Authority project; TxDOT is contributing $274,466 for indirect costs; added 3/23/09 and received $5.7M in

Project History: 7/09 - move from FY 09 to FY 10, rev total project cost info per ARMA & correct CoSA contrib; 3/23/09 - ARRA project added

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	521 - 6 - 132	IH 410	07/2010	C	TxDOT	3826.0	$1,800,000

Limits From: IH 35 North — Limits To: IH 10 East

Description: Install concrete median barrier and illumination

Category sorted by: *2 - Metro Corridor (Prop 12)*

2 - Metro Corridor (Prop 12)	$1,800,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$88,200
ROW Purchase:	$0
Construction Engineering:	$135,000
Construction Cost:	$1,800,000
Contingencies:	$126,000
Indirect Costs:	$91,260
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$2,240,460

Type of Work: Safety

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$1,800,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$1,800,000

Additional Explanatory Notes: TTC allocated Prop 12 on 11/19/09

Project History: 1/10 - add project

San Antonio	Bexar	915 - 12 - 224	MH	05/2010	C	TxDOT	H1NC 3150.0 3A03	$30,000,000

Limits From: Wurzbach Parkway on new location — Limits To: From: FM 2696 To: West Avenue

Description: Construct 4 lane divided roadway on new location

Category sorted by: *2 - Metro Corridor (Prop 12)*

2 - Metro Corridor (Prop 12)	$30,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,470,000
ROW Purchase:	$0
Construction Engineering:	$1,350,000
Construction Cost:	$30,000,000
Contingencies:	$2,700,000
Indirect Costs:	$1,521,000
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$37,041,000

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$30,000,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$30,000,000

Additional Explanatory Notes: TTC allocated Prop 12 on 11/19/09

Project History: 1/10 - 2012 to 2010; 1/09 - 2020 to 2012;1/08 - 2015 to 2020 & rev fund cats; 10/07 - 2009 to 2015;, decr cost and rev fund cats; 1/07 - 2007 to 2008; 4/06 - 2008 to 2007; 10/05 - freed up $21.6M in STP-MM

San Antonio	Bexar	915 - 12 - 254	CS	08/2010	C	BxCo	H1NE 42.2 4C02	$726,000

Limits From: In Bx Co. on Weidner Rd — Limits To: Fr: 0.6 Mi N of Crestway To: 1.2 Mi N of Crestway

Description: Widen from 2 to 4 lanes with curbs and sidewalks

Category sorted by: *7 - Metro Mobility*

7 - STP-MM	$726,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$35,574
ROW Purchase:	$0
Construction Engineering:	$65,340
Construction Cost:	$726,000
Contingencies:	$58,080
Indirect Costs:	$31,291
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$916,285

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$580,800
State Amount	$0
Local Match:	$145,200
Non Program Costs:	$0
YOE Cost:	$726,000

Additional Explanatory Notes: BxCo sent request letter on 6/8/09

Project History: 7/09 - proposal was to delete project and reprogram funding to Bulverde Road multi use path (CSJ 0915-12-955); was pulled from the amendments

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 322	CS	09/2009	C	CoSA	3031.0 15FD0	$4,500,000

Limits From: In San Antonio on 36th Street
Limits To: Fr: US 90 To: Growdon

Description: Expand roadway to 4 lanes w/ curbs & sidewalks

Category sorted by:	*ARRA*
ARRA (MPO)	$4,500,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$220,500
ROW Purchase:	$0
Construction Engineering:	$270,000
Construction Cost:	$4,500,000
Contingencies:	$315,000
Indirect Costs:	$193,950
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$5,499,450

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$4,500,000
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$4,500,000

Additional Explanatory Notes: 3/09 - ARRA project because lost Cat 2 funding; Federal amount is fixed; cost increases are the responsibility of CoSA

Project History: 3/09 - ARRA project & move 09 to 10; 2/07 - move FY 07 to 08;10/03 - move 05 to 11; 4/06 - move 11 to 07; 1/07 - move 07 to 08

San Antonio	Bexar	915 - 12 - 324	CS	09/2009	C	BxCo	H2NE 3034.0 4C03	$3,275,400

Limits From: In Bexar County on Bulverde Road
Limits To: at Evans

Description: Widen existing for left turn lanes (all locations)

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$3,275,400
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$160,495
ROW Purchase:	$0
Construction Engineering:	$196,500
Construction Cost:	$3,275,400
Contingencies:	$229,278
Indirect Costs:	$124,138
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$3,985,811

Type of Work: Operational

YOE Cost Breakdown:

Federal Amount:	$2,620,320
State Amount	$0
Local Match:	$655,080
Non Program Costs:	$0
YOE Cost:	$3,275,400

Additional Explanatory Notes: none

Project History: 7/09 - move from FY 09 to FY 10; 7/08 - incr cost from $2.4M & move FY 08 to 09; 4/07 - move 2007 to 2008 & incr cost from $1.7M; originally scheduled for FY 2002; original cost was $113,300

San Antonio	Bexar	915 - 12 - 329	CS	09/2009	C	CoSA	H1NE 3042.0 4C03	$4,000,000

Limits From: In San Antonio on Jones Maltsberger
Limits To: Fr: US 281 To: East of UPRR Tracks

Description: Reconstruct and expand from 3 to 4 lanes

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$3,351,187
ARRA (MPO)	$500,000
Local Contribution	$148,813
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$196,000
ROW Purchase:	$0
Construction Engineering:	$240,000
Construction Cost:	$4,000,000
Contingencies:	$280,000
Indirect Costs:	$172,400
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$4,888,400

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$3,180,950
State Amount	$0
Local Match:	$670,237
Non Program Costs:	$148,813
YOE Cost:	$4,000,000

Additional Explanatory Notes: Supplement project w/$0.5M in ARRA funding

Project History: 7/09 - move from FY 2009 to FY 2010; 3/09 - supp w/$0.5M ARRA; 7/08 - 08 to 09; 1/08 - incr from $2,251,187; 10/07 - incr from $2.187M; 4/07 - incr cost from 2.120M; 1/07 - incr from $2M; 4/06 - incr from $1,250,000 &

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 349	CS	09/2009	C	CoSA	H15DT 3067.0 15FD0	$2,218,200

Limits From: Along the San Antonio River
Limits To: From 0.1 Mi S of Alamo St. To: Guenther

Description: Eagleland/Riverwalk link to Mission Trails - Pedestrian Phase

Category sorted by:	*10 - Misc*
10 - Misc	$1,924,377
Local Contribution	$293,823
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$108,692
ROW Purchase:	$0
Construction Engineering:	$133,092
Construction Cost:	$2,218,200
Contingencies:	$155,274
Indirect Costs:	$84,070
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$2,699,328

Type of Work: Pedestrian

YOE Cost Breakdown:

Federal Amount:	$1,539,502
State Amount	$0
Local Match:	$384,875
Non Program Costs:	$293,823
YOE Cost:	$2,218,200

Additional Explanatory Notes: TEA-21 Federal Demo Project

Project History: 7/09- move from FY 2009 to FY 2010; 7/08 - move 08 to 09; 4/07 - decr cost from $2.5M; 1/07 - incr cost from $1.9M; 1/06 - moved back into TIP; rev limits & cost; local contrib of $293,823 due to cost incr and fixed federal amt

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 375	US 87	01/2010	C	CoSA	3235.0 4B03	$2,660,000

Limits From: US 87 (Commanche Park)
Limits To: Willow Springs Golf Course (Houston St)

Description: Construct Hike and Bike Trails along Salado Creek (Ph I)

Category sorted by:	*ARRA*
9 - Enhancement	$2,550,000
ARRA (MPO)	$160,000
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$130,340
ROW Purchase:	$0
Construction Engineering:	$159,600
Construction Cost:	$2,660,000
Contingencies:	$186,200
Indirect Costs:	$114,646
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$3,250,786

Type of Work: Bicycle/Pedestrian

YOE Cost Breakdown:

Federal Amount:	$2,160,000
State Amount	$0
Local Match:	$500,000
Non Program Costs:	$0
YOE Cost:	$2,660,000

Additional Explanatory Notes: supplement Cat 9 w/ARRA funding

Project History: 3/09 - supplement Cat 9 w/ ARRA funding & move FY 09 to FY 10; 7/08 - move 08 to 09; 10/07 - increase from $2.5M & revise descr

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 394	Salado Creek	08/2010	C	CoSA	3259.0 4C02	$704,015

Limits From: Salado Creek Bike Path
Limits To: Fr: Wetmore To: Blanco

Description: Construct Bike lane

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$704,015
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$34,497
ROW Purchase:	$0
Construction Engineering:	$63,361
Construction Cost:	$704,015
Contingencies:	$56,321
Indirect Costs:	$26,682
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$884,877

Type of Work: Bicycle

YOE Cost Breakdown:

Federal Amount:	$563,212
State Amount	$0
Local Match:	$140,803
Non Program Costs:	$0
YOE Cost:	$704,015

Additional Explanatory Notes: fixed amount

Project History: 10/08 - move from FY 2009 to 2010; 7/08 - move 2008 to 2009; originally scheduled for FY 2003

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 418	VA	01/2010	C	CoSA	3428.0	$20,000,000

Limits From: Growden — Limits To: Billy Mitchell

Description: Extend 36th Street along existing Frank Luke Rd; expand to 4 lane divided w/raised median, left turn lns, bike lanes and sidewalk

Category sorted by:	*10 - Misc*
10 - Misc	$5,732,384
ARRA (MPO)	$10,240,000
Local Contribution	$4,027,616
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$980,000
ROW Purchase:	$0
Construction Engineering:	$1,000,000
Construction Cost:	$20,000,000
Contingencies:	$1,400,000
Indirect Costs:	$862,200
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$24,242,200

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$14,825,907
State Amount	$0
Local Match:	$1,146,477
Non Program Costs:	$4,027,616
YOE Cost:	$20,000,000

Additional Explanatory Notes: none

Project History: 3/09 - ARRA project; 10/08 - move from FY 2008 to 2010; 10/07 - revise limits, scope, cost; 4/07 - updated everything in 08-11 TIP development

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 438	Mission Trails	01/2010	C	CoSA	3643.0	$6,855,000

Limits From: Mitchell Street to S. Alamo — Limits To: Mission Trails "Espada" to "Alamo"

Description: Phase 4 & 5; Enhance Roadways, Trails and Markers that lead to Missions

Category sorted by:	*10 - Misc*
10 - Misc	$4,775,000
7 - STP-MM(L)	$2,080,000
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$335,895
ROW Purchase:	$0
Construction Engineering:	$342,750
Construction Cost:	$6,855,000
Contingencies:	$479,850
Indirect Costs:	$259,805
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$8,273,300

Type of Work: Rehabilitation

YOE Cost Breakdown:

Federal Amount:	$5,484,000
State Amount	$0
Local Match:	$1,371,000
Non Program Costs:	$0
YOE Cost:	$6,855,000

Additional Explanatory Notes: none

Project History: 4/09 - move from 09 to 10; 7/08 - move 08 to 09; 2/06 project received federal earmark & project added

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 440	CS	01/2010	C	CoSA	3645.0	$10,982,000

Limits From: In San Antonio on Walters Street from IH 35 North — Limits To: Fort Sam Houston Entrance

Description: Reconstruct existing roadway add sidewalks, bike lanes & operational improvements

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$10,982,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$538,118
ROW Purchase:	$0
Construction Engineering:	$549,100
Construction Cost:	$10,982,000
Contingencies:	$768,740
Indirect Costs:	$473,324
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$13,311,282

Type of Work: Rehabilitation

YOE Cost Breakdown:

Federal Amount:	$8,785,600
State Amount	$0
Local Match:	$2,196,400
Non Program Costs:	$0
YOE Cost:	$10,982,000

Additional Explanatory Notes: 10/09 - is local amendment only; will be submitted for STIP revision once STIP financial constraint is resolved (per FHWA, 10/9/09) ;

Project History: 10/09 - per FHWA, local amendment only, correct proj cost (remove 4% infl); 7/08 - incr $4.732M to $10.982M; 1/08 - x-fer $750K from 915-12-908; 10/07 - move 08 to 10; 1/07 - incr from $3.7M; 4/06 - incr from $2M and

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 465	CS	09/2009	R	CoSA	3681.0	$1,200,000

Limits From: On Walters Street — Limits To: From: IH 35 To: Fort Sam Houston Main Gate

Description: ROW Acquisition

Category sorted by:	7 - Metro Mobility
7 - STP-MM	$1,200,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$1,200,000
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$1,200,000

Type of Work:	ROW Purchase
YOE Cost Breakdown:	
Federal Amount:	$960,000
State Amount	$0
Local Match:	$240,000
Non Program Costs:	$0
YOE Cost:	$1,200,000

Additional Explanatory Notes: none

Project History: 7/09 - move 09 to 10; 7/08 - move 08 to 09; project added in 1/07 per CoSA staff request at 11/06/06 TIP Quarterly meeting

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 467	CS	12/2009	C	CoSA	3799.0	$750,000

Limits From: Eagleland Project from Eagleland — Limits To: Lonestar

Description: Eagleland/Riverwalk Link to Mission Trails

Category sorted by:	ARRA
ARRA (MPO)	$750,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$36,750
ROW Purchase:	$0
Construction Engineering:	$67,500
Construction Cost:	$750,000
Contingencies:	$60,000
Indirect Costs:	$32,325
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$946,575

Type of Work:	Pedestrian
YOE Cost Breakdown:	
Federal Amount:	$750,000
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$750,000

Additional Explanatory Notes: ARRA project added 3/23/09

Project History: 10/26/09 - revise limits per CoSA; 7/27/09 - correct funding categories; 3/23/09 - ARRA project added

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 469	VA	08/2010	O	AACOG	3735.0	$267,000

Limits From: in San Antonio-Bexar Co Area (FY 2009) — Limits To: -

Description: Alamo Area Commute Solutions Program (2009)

Category sorted by:	7 - Metro Mobility
7 - STP-MM	$267,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$267,000
Total Project Cost:	$267,000

Type of Work:	Rideshare
YOE Cost Breakdown:	
Federal Amount:	$213,600
State Amount	$0
Local Match:	$53,400
Non Program Costs:	$0
YOE Cost:	$267,000

Additional Explanatory Notes: 10/09 - is local amendment only; will be submitted for STIP revision once STIP financial constraint is resolved (per FHWA, 10/9/09);

Project History: 10/09 - per FHWA, local amendment only, move from FY 2009 to FY 2010

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 472	VA	03/2010	C	CoSA	4965.0	$1,190,000

Limits From: Citywide ITS operational improvements — Limits To: -

Description: Citywide (San Antonio) ITS operational improvements

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM(L)	$1,190,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$58,310
ROW Purchase:	$0
Construction Engineering:	$71,400
Construction Cost:	$1,190,000
Contingencies:	$83,300
Indirect Costs:	$51,289
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$1,454,299

Type of Work:	ITS
YOE Cost Breakdown:	
Federal Amount:	$952,000
State Amount	$0
Local Match:	$238,000
Non Program Costs:	$0
YOE Cost:	$1,190,000

Additional Explanatory Notes:	10/09 - is local amendment only; will be submitted for STIP revision once STIP financial constraint is resolved (per FHWA, 10/9/09);
Project History:	10/09 - split into 2 projects 0915-12-907 and 0915-12-472; 10/08 - moved from 09 to 11 for financial constraint; (consolidate for August STIP amendment); 7/08 - move 08 to 09; 4/08 - split project off of 0915-00-131 (add project)

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 904	CS	08/2010	C	CoSA	3794.0	$8,000,000

Limits From: In San Antonio on Harry Wurzbach Road — Limits To: at Rittiman Road

Description: Widen roadway to extend left turn lanes and update signal

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$8,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$392,000
ROW Purchase:	$0
Construction Engineering:	$400,000
Construction Cost:	$8,000,000
Contingencies:	$560,000
Indirect Costs:	$303,200
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$9,655,200

Type of Work:	Operational
YOE Cost Breakdown:	
Federal Amount:	$6,400,000
State Amount	$0
Local Match:	$1,600,000
Non Program Costs:	$0
YOE Cost:	$8,000,000

Additional Explanatory Notes:	BRAC related; requested by CoSA
Project History:	4/09- move from FY 2009 to FY 2010; 10/08 - cost increase from $1.66M (re-estimation); 4/08 - add project

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 915	CS	08/2010	C	CoSA	3795.0	$1,300,000

Limits From: In San Antonio on Harry Wurzbach Road — Limits To: at Winans Road

Description: Widen roadway to construct turn lanes and upgrade signal

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$1,300,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$63,700
ROW Purchase:	$0
Construction Engineering:	$78,000
Construction Cost:	$1,300,000
Contingencies:	$91,000
Indirect Costs:	$49,270
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$1,581,970

Type of Work:	Operational
YOE Cost Breakdown:	
Federal Amount:	$1,040,000
State Amount	$0
Local Match:	$260,000
Non Program Costs:	$0
YOE Cost:	$1,300,000

Additional Explanatory Notes:	BRAC related; requested by CoSA
Project History:	4/09- move from FY 2009 to FY 2010; 10/08 increase cost from $265,000 (re-estimation), 4/08 - add project

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 947	VA	08/2010	O	AACOG	3736.0	$267,000
Limits From:	in San Antonio-Bexar Co Area (FY 2010)				Limits To: -			
Description:	Alamo Area Commute Solutions Program (2010)							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$267,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$267,000
Total Project Cost:	$267,000

Type of Work:	Rideshare
YOE Cost Breakdown:	
Federal Amount:	$213,600
State Amount	$0
Local Match:	$53,400
Non Program Costs:	$0
YOE Cost:	$267,000

Additional Explanatory Notes:	fixed amount
Project History:	

San Antonio	Bexar	915 - 12 - 949	CS	08/2010	C	CoSA	3796.0	$1,100,000
Limits From:	In San Antonio on Harry Wurzbach Road				Limits To: at Burr Road			
Description:	Widen roadway to construct turn lanes and upgrade signal							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$1,100,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$53,900
ROW Purchase:	$0
Construction Engineering:	$66,000
Construction Cost:	$1,100,000
Contingencies:	$77,000
Indirect Costs:	$41,690
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$1,338,590

Type of Work:	Operational
YOE Cost Breakdown:	
Federal Amount:	$880,000
State Amount	$0
Local Match:	$220,000
Non Program Costs:	$0
YOE Cost:	$1,100,000

Additional Explanatory Notes:	BRAC related; requested by CoSA
Project History:	04/09- move from FY 2009 to FY 2010; 10/08 - increase cost from $265,000 (re-estimation); 4/08 - add project

San Antonio	Bexar	915 - 12 - 955	CS	11/2009			3800.0	$550,000
Limits From:	In San Antonio				Limits To: at Various Locations			
Description:	Install warning devices at 7 low water crossings in the City of San Antonio							

Category sorted by:	*ARRA*
ARRA (MPO)	$550,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$26,950
ROW Purchase:	$0
Construction Engineering:	$49,500
Construction Cost:	$550,000
Contingencies:	$44,000
Indirect Costs:	$23,705
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$694,155

Type of Work:	Safety
YOE Cost Breakdown:	
Federal Amount:	$550,000
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$550,000

Additional Explanatory Notes:	ARRA project added 3/23/09
Project History:	3/23/09 - ARRA project added

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 978	VA	09/2009	C	TxDOT/VIA	3685.1	$18,000,000

Limits From: Medical Center — Limits To: Downtown via Fredericksburg Road Corridor

Description: Overlay and widen existing roadway to accommodate bus rapid transit

Category sorted by:	7 - Metro Mobility
7 - STP-MM	$18,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$882,000
ROW Purchase:	$0
Construction Engineering:	$900,000
Construction Cost:	$18,000,000
Contingencies:	$1,260,000
Indirect Costs:	$682,200
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$21,724,200

Type of Work: Bus Rapid Transit

YOE Cost Breakdown:

Federal Amount:	$14,400,000
State Amount	$3,600,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$18,000,000

Additional Explanatory Notes: 10/08 - moved for financial constraint; fixed amount

Project History: 7/09 - consolidate w/0915-12-982; 4/09 - move FY 09 to FY 10; 10/08 - removing $10M per TxDOT "dollar-for-dollar" reduction req, split project; proj will be reinstated ASAP; 1/07 - proj added to TIP

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2104 - 2 - 27	FM 1957	01/2010	C	TxDOT	3563.0	$37,782,065

Limits From: Medina CL — Limits To: Loop 1604

Description: Expand from 2 lanes to 4 & 6 lane divided

Category sorted by:	Pass Through
Local (pass through)	$37,782,065
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,851,321
ROW Purchase:	$0
Construction Engineering:	$1,511,283
Construction Cost:	$37,782,065
Contingencies:	$2,266,924
Indirect Costs:	$1,628,407
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$45,040,000

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$37,782,065
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$37,782,065

Additional Explanatory Notes: Project added to Appendix D on 4/23/07

Project History: 1/09 - Move from FY 2020 to FY 2010; 10/07 - revise limits and scope

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2452 - 3 - 103	Loop 1604	01/2010	C	TxDOT	3648.0	$12,176,707

Limits From: FM 78 — Limits To: Graytown Road

Description: Expand from 2 lanes to 4 lane divided

Category sorted by:	ARRA
ARRA (TTC)	$8,176,707
7 - STP-MM	$4,000,000
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$596,659
ROW Purchase:	$0
Construction Engineering:	$608,835
Construction Cost:	$12,176,707
Contingencies:	$852,369
Indirect Costs:	$524,816
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$14,759,386

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$11,376,707
State Amount	$800,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$12,176,707

Additional Explanatory Notes: ACCD related; 2/26/09 - rec'd ARRA (ESP) from TTC

Project History: 7/09 - remove ROW costs from total project cost; 2/09 - rev fund cats (ARRA) and move 09 to 10; 4/08 - incr cost from $10M to $14M ($4M from STP-MM); 10/07 - revise limits & move from FY 2008 to FY 2009; 4/07 - decr cost from

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2010 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	5000 - 0 - 32	Other	08/2010	P	ASAICRD	3406.1	$7,646,184

Limits From: Austin-San Antonio Corridor Projects - Limits To: Proposed Engineering & Analytical Studies

Description: Proposed Engineering & Analytical Studies

Category sorted by:	*10 - Misc*
10 - Misc	$7,646,184
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$7,646,184
Total Project Cost:	$7,646,184

Type of Work: Planning

YOE Cost Breakdown:

Federal Amount:	$7,646,184
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$7,646,184

Additional Explanatory Notes: none

Project History: 7/09 - move from FY 2009 to FY 2010; 1/09 - move from 2008 to 2009; 4/03 - project added

San Antonio	Bexar	8000 - 15 - 12	PS	05/2010	C	TxDOT	3238.0 4C(S)0	$30,000,000

Limits From: In San Antonio on Wurzbach Parkway Limits To: Fr: Jones-Maltsberger To: Wetmore

Description: Construct 4 lane divided roadway on new location

Category sorted by:	*2 - Metro Corridor (Prop 12)*
2 - Metro Corridor (Prop 12)	$30,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,470,000
ROW Purchase:	$0
Construction Engineering:	$1,350,000
Construction Cost:	$30,000,000
Contingencies:	$2,700,000
Indirect Costs:	$1,521,000
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$37,041,000

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$30,000,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$30,000,000

Additional Explanatory Notes: TTC allocated Prop 12 on 11/19/09

Project History: 1/10 - 2012 to 2010; 1/09 - 2020 to 2012; 1/08 - 2011 to 2014; 10/07 - 2009 to 2011; 1/07 - 2007 to 2008; 4/06 - 2006 to 2007

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	24 - 9 - 900	Spur 371	01/2011	R	TxDOT	3689.0	$500,000

Limits From: US 90 — Limits To: Kelly AFB Ent Vic Cupples/Frio City

Description: Purchase Right-of-Way only

Category sorted by:	*10 - Misc*
10 - Misc	$500,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$0
ROW Purchase:	$500,000
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$500,000

Type of Work: ROW Purchase

YOE Cost Breakdown:

Federal Amount:	$400,000
State Amount	$100,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$500,000

Additional Explanatory Notes: none

Project History: 7/08 - move 08 to 11; 1/07 - add project

San Antonio	Bexar	72 - 8 - 122	Loop 345	09/2010	C	CoSA/TxDO'	3682.0	$21,632,000

Limits From: at Medical Drive — Limits To: -

Description: Grade separation @ Medical; oper impr on Medical from Ewing Halsell to 0.2 Mi E of Lp 345 (Fred Rd); TxDOT to do construction

Category sorted by:	*7 - Metro Mobility*
10 - Misc +match	$4,295,000
7 - STP-MM(L) + match	$5,380,000
7 - STP-MM + match	$6,400,000
CoSA	$5,557,000

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,059,968
ROW Purchase:	$0
Construction Engineering:	$1,081,600
Construction Cost:	$21,632,000
Contingencies:	$1,514,240
Indirect Costs:	$819,853
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$26,107,661

Type of Work: Operational

YOE Cost Breakdown:

Federal Amount:	$12,860,000
State Amount	$0
Local Match:	$3,215,000
Non Program Costs:	$5,557,000
YOE Cost:	$21,632,000

Additional Explanatory Notes:

Project History: 10/08 - move from 10 to 11 for financial constr; 4/08 - move SS from 0915-12-365, rev fund cats & move to FY 2010; 1/07 - project added to TIP; rec'd federal earmark

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San Antonio	Bexar	253 - 4 - 138	US 281	09/2010	C	ARMA	3781.0	$475,775,424

Limits From: 0.2 Mi N of Loop 1604 — Limits To: Bexar/Comal County Line

Description: Expand to 6 lane expy (toll 4 new MLs) and non-toll outer lanes

Category sorted by:	*2 - Metro Corridor (TMF)*
2 - Metro Corridor (TMF)	$112,220,000
Bonds	$218,410,672
TIFIA	$121,185,000
Other	$23,959,752

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$16,215,348
ROW Purchase:	$83,000,000
Construction Engineering:	$13,237,018
Construction Cost:	$330,925,456
Contingencies:	$19,855,527
Indirect Costs:	$12,542,075
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$475,775,424

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$112,220,000
Local Match:	$363,555,424
Non Program Costs:	$0
YOE Cost:	$475,775,424

Additional Explanatory Notes: Alamo Regional Mobility Authority project; project is subject to the NEPA EIS process

Project History: 7/09 - move from FY 09 to FY 11; 1/09 - move from FY 08 to FY 09; 1/08 - project was reconfigured from 0253-04-137, 0253-04-112 and 0253-04-093

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	521 - 5 - 122	IH 410	08/2011	C	TxDOT	3396.0	$693,900

Limits From: IH 35 Limits To: FM 2536

Description: Relocating entrance & exit ramps between RR overpasses

Category sorted by:	*10 - Misc*
10 - Misc	$693,900
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$34,001
ROW Purchase:	$0
Construction Engineering:	$62,451
Construction Cost:	$693,900
Contingencies:	$55,512
Indirect Costs:	$26,299
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$872,163

Type of Work: Operational

YOE Cost Breakdown:

Federal Amount:	$555,120
State Amount	$138,780
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$693,900

Additional Explanatory Notes: none

Project History:

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 461	CS	09/2010	C	CoSA	3699.0	$0

Limits From: New Location Roadway (Arena Road) from IH 35 Limits To: Houston Street

Description: New Location Roadway (Arena Road)

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: 10/09 - is local amendment only; will be submitted for STIP revision once STIP financial constraint is resolved (per FHWA, 10/9/09);

Project History: 10/09 - per CoSA, delete project and reprogram funding to 0915-12-965 Houston Street from AT&T Parkway to IH 10; 10/08 - moved from FY 2009 to FY 2011; project added in March 2007

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 907	VA	02/2011	C	CoSA	4963.0	$3,410,000

Limits From: Citywide ITS operational improvements Limits To: -

Description: Citywide (San Antonio) ITS operational improvements

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM(L)	$3,410,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$167,090
ROW Purchase:	$0
Construction Engineering:	$204,600
Construction Cost:	$3,410,000
Contingencies:	$238,700
Indirect Costs:	$146,971
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$4,167,361

Type of Work: ITS

YOE Cost Breakdown:

Federal Amount:	$2,728,000
State Amount	$0
Local Match:	$682,000
Non Program Costs:	$0
YOE Cost:	$3,410,000

Additional Explanatory Notes: 10/09 - is local amendment only; will be submitted for STIP revision once STIP financial constraint is resolved (per FHWA, 10/9/09);

Project History: 10/09 - split into 2 projects 0915-12-907 and 0915-12-472; 10/08 - moved from 09 to 11 for financial constraint; (consolidate for August STIP amendment); 7/08 - move 08 to 09; 4/08 - split project off of 0915-00-131 (add project)

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 948	VA	08/2011	O	AACOG	3737.0	$267,000
Limits From:	in San Antonio-Bexar Co Area (FY 2011)				Limits To: -			
Description:	Alamo Area Commute Solutions Program (2011)							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$267,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$267,000
Total Project Cost:	$267,000

Type of Work:	Rideshare
YOE Cost Breakdown:	
Federal Amount:	$213,600
State Amount	$0
Local Match:	$53,400
Non Program Costs:	$0
YOE Cost:	$267,000

Additional Explanatory Notes:	fixed amount
Project History:	

San Antonio	Bexar	915 - 12 - 965	CS	09/2010	C	CoSA	4966.0	$6,300,000
Limits From:	Houston Street from AT&T Parkway				Limits To: IH 10 East			
Description:	Reconstruct to 4 lanes with sidewalks, curbs and drainage							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$6,300,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$307,600
ROW Purchase:	$0
Construction Engineering:	$315,000
Construction Cost:	$6,300,000
Contingencies:	$441,000
Indirect Costs:	$271,530
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$7,635,130

Type of Work:	Reconstruction
YOE Cost Breakdown:	
Federal Amount:	$5,040,000
State Amount	$0
Local Match:	$1,260,000
Non Program Costs:	$0
YOE Cost:	$6,300,000

Additional Explanatory Notes:	10/09 - is local amendment only; will be submitted for STIP revision once STIP financial constraint is resolved (per FHWA, 10/9/09);
Project History:	10/09 - add project; replaces 0915-12-461 (Arena Road) at CoSA's request

San Antonio	Bexar	2452 - 1 - 43	Loop 1604	12/2010	C	TxDOT	3398.0	$17,266,763
Limits From:	at SH 151				Limits To: -			
Description:	Construct interchange (Phase IA - SH 151 MLs)							

Category sorted by:	*12 - Strategic Priority*
12 - Strategic Priority	$17,266,763
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$846,071
ROW Purchase:	$0
Construction Engineering:	$863,338
Construction Cost:	$17,266,763
Contingencies:	$1,208,673
Indirect Costs:	$744,197
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$20,929,042

Type of Work:	Interchange: Non - Toll
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$17,266,763
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$17,266,763

Additional Explanatory Notes:	none
Project History:	4/09 - move from FY 2009 to FY 2011 & reduce cost from $18M; 7/08 - move 08 to 09; 7/06 - incr cost from $16M to $18M; 4/06 - move from FY 2006 to FY 2007 and decrease cost from $21M to $16M

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2452 - 1 - 910	Loop 1604	09/2010	C	ARMA	3782.0	$243,609,320

Limits From: 0.3 Mi S of West Military Drive — Limits To: SH 16

Description: Expand to 6 & 8 lane expy (toll new MLs), non-toll outer lanes & construct interchange @ SH 151 (Toll Connectors - Phase 1)

Category sorted by:	*2 - Metro Corridor (TMF)*
2 - Metro Corridor (TMF)	$34,507,200
Bonds	$126,012,640
TIFIA	$69,700,886
Other	$13,388,594

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$9,623,689
ROW Purchase:	$10,500,000
Construction Engineering:	$7,856,073
Construction Cost:	$196,401,620
Contingencies:	$11,784,109
Indirect Costs:	$7,443,629
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$243,609,320

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$34,507,200
Local Match:	$0
Non Program Costs:	$209,102,120
YOE Cost:	$243,609,320

Additional Explanatory Notes: Alamo Regional Mobility Authority project; project is subject to the NEPA EIS process

Project History: 7/09 - move from FY 2009 to FY 2011; 1/08 - project was reconfigured from 2452-01-021

San Antonio	Bexar	2452 - 2 - 915	Loop 1604	09/2010	C	ARMA	3783.0	$202,561,595

Limits From: SH 16 — Limits To: 0.5 Mi W of FM 1535 (NW Military)

Description: Expand 4 & 8 lane expy (toll new MLs), non-toll outer lanes & construct interchange @ IH 10 W (Toll Connectors - Phase 1)

Category sorted by:	*2 - Metro Corridor (TMF)*
2 - Metro Corridor (TMF)	$28,692,800
Bonds	$104,779,740
Other	$57,956,414
Other	$11,132,641

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$8,362,556
ROW Purchase:	$0
Construction Engineering:	$6,826,577
Construction Cost:	$170,664,416
Contingencies:	$10,239,865
Indirect Costs:	$6,468,181
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$202,561,595

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$28,692,800
Local Match:	$0
Non Program Costs:	$173,868,796
YOE Cost:	$202,561,595

Additional Explanatory Notes: Alamo Regional Mobility Authority project; project is subject to the NEPA EIS process

Project History: 7/09 - move from FY 2009 to FY 2011; 1/08 - reconfigure project from 0072-08-111 and 2452-02-078

San Antonio	Bexar	2452 - 2 - 940	Loop 1604	09/2010	C	TxDOT	3785.0	$168,856,473

Limits From: 0.5 Mi W of FM 1535 (NW Military) — Limits To: US 281

Description: Expand from 4 to 8 lane expy (toll 4 new MLs)

Category sorted by:	*2 - Metro Corridor (TMF)*
2 - Metro Corridor (TMF)	$43,349,000
Bonds	$22,110,636
TIFIA	$12,200,904
Other	$91,195,933

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$6,971,074
ROW Purchase:	$0
Construction Engineering:	$5,690,672
Construction Cost:	$142,266,807
Contingencies:	$8,536,008
Indirect Costs:	$5,391,912
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$168,856,473

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$43,349,000
Local Match:	$0
Non Program Costs:	$125,507,473
YOE Cost:	$168,856,473

Additional Explanatory Notes: 2nd Qtr 08 - add project; reconfigured from 2452-02-074; Alamo Regional Mobility Authority project

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2452 - 3 - 945	Loop 1604	09/2010	C	TxDOT	3786.0	$92,127,257
Limits From:	US 281				Limits To: 0.9 Mi E of Redland Road			
Description:	Expand from 4 to 8 lane expy (toll 4 new MLs)							

Category sorted by:	*2 - Metro Corridor (TMF)*
2 - Metro Corridor (TMF)	$23,651,000
Bonds	$12,063,454
TIFIA	$6,656,753
Other	$49,756,050

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$3,803,383
ROW Purchase:	$0
Construction Engineering:	$3,104,803
Construction Cost:	$77,620,067
Contingencies:	$4,657,204
Indirect Costs:	$2,941,800
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$92,127,257

Type of Work:	Added Capacity: Toll
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$23,651,000
Local Match:	$0
Non Program Costs:	$68,476,257
YOE Cost:	$92,127,257

Additional Explanatory Notes:	2nd Qtr 08 - add project; reconfigured from 0253-04-100; Alamo Regional Mobility Authority project
Project History:	

San Antonio	Medina	3544 - 3 - 2	SH 211	01/2011	C	TxDOT	H1NW 3152.0 13A04	$7,079,806
Limits From:	Bexar C/L, 2.0 Mi S of FM 471, N				Limits To: FM 471 (Culebra Rd)			
Description:	Construct two lane rural highway on new location (Phase I)							

Category sorted by:	*Pass Through*
Local (pass through)	$7,079,806
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$346,911
ROW Purchase:	$1,100,000
Construction Engineering:	$283,192
Construction Cost:	$7,079,806
Contingencies:	$424,788
Indirect Costs:	$305,140
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$9,539,837

Type of Work:	Added Capacity: Non - Toll
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$7,079,806
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$7,079,806

Additional Explanatory Notes:	pass through project
Project History:	1/09 - move from FY 2020 to FY 2011

San Antonio	Bexar	3544 - 4 - 2	SH 211	01/2011	C	TxDOT	H1NW 3153.0 13A04	$11,195,942
Limits From:	FM 1957 (Potranco Rd), N 2.9 MI				Limits To: Medina County Line			
Description:	Construct two lane rural highway on new location (Phase I)							

Category sorted by:	*Pass Through*
Local (pass through)	$11,195,942
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$548,601
ROW Purchase:	$1,780,000
Construction Engineering:	$447,838
Construction Cost:	$11,195,942
Contingencies:	$671,757
Indirect Costs:	$482,545
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$15,126,683

Type of Work:	Added Capacity: Non - Toll
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$11,195,942
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$11,195,942

Additional Explanatory Notes:	pass through project
Project History:	1/09 - move from FY 2013 to FY 2011

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	3544 - 4 - 6	SH 211	01/2011			3797.0	$5,562,878

Limits From: at FM 1957 (Potranco Road) Limits To: -

Description: Reconfigure intersections and approaches

Category sorted by:	Pass Through
Local (pass through)	$5,562,878
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$272,581
ROW Purchase:	$0
Construction Engineering:	$278,144
Construction Cost:	$5,562,878
Contingencies:	$389,401
Indirect Costs:	$239,760
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$6,742,764

Type of Work:

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$5,562,878
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$5,562,878

Additional Explanatory Notes: pass through project

Project History: 1/09 - add project

San Antonio	Bexar	3544 - 5 - 1	SH 211	01/2011	C	TxDOT	H1NW 3154.0 13A04	$4,300,530

Limits From: Medina Co. Line, 4.5 Mi N of FM 1957, N Limits To: Medina Co. Line, 2.0 Mi S of FM 471

Description: Construct two lane rural highway on new location (Phase I)

Category sorted by:	Pass Through
Local (pass through)	$4,300,530
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$210,726
ROW Purchase:	$700,000
Construction Engineering:	$172,021
Construction Cost:	$4,300,530
Contingencies:	$258,032
Indirect Costs:	$185,353
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$5,826,662

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$4,300,530
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$4,300,530

Additional Explanatory Notes: pass through project

Project History: 1/09 - move from FY 2020 to FY 2011

San Antonio	Medina	3544 - 6 - 1	SH 211	01/2011	C	TxDOT	H1NW 3155.0 13A04	$6,294,820

Limits From: Bexar C/L, 2.9 MI N of FM 1957, N Limits To: Bexar C/L, 4.5 MI N of FM 1957

Description: Construct two lane rural highway on new location (Phase I)

Category sorted by:	Pass Through
Local (pass through)	$6,294,820
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$308,446
ROW Purchase:	$1,000,000
Construction Engineering:	$251,793
Construction Cost:	$6,294,820
Contingencies:	$377,689
Indirect Costs:	$271,307
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$8,504,055

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$6,294,820
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$6,294,820

Additional Explanatory Notes: pass through project

Project History: 1/09 - move from FY 2020 to FY 2011

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2011 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	8000 - 15 - 15	MH	05/2011	C	TxDOT	3798.0	$70,000,000

Limits From: In San Antonio on Wurzbach Parkway Limits To: FR: West Avenue To: Jones Maltsberger

Description: Construct 4 lane divided roadway on new location

Category sorted by: *2 - Metro Corridor (Prop 12)*

2 - Metro Corridor (Prop 12)	$70,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$3,430,000
ROW Purchase:	$0
Construction Engineering:	$3,150,000
Construction Cost:	$70,000,000
Contingencies:	$4,900,000
Indirect Costs:	$3,017,000
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$84,497,000

Type of Work: Added Capacity: Non-Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$70,000,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$70,000,000

Additional Explanatory Notes: TTC allocated Prop 12 on 11/19/09

Project History: 1/10 - move from 2012 to FY 2011;
1/09 - add project

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2012 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	0 - 0 - 0	CS	01/2012	C	CoSA	3672.0	$30,000,000

Limits From: In San Antonio on Bulverde Road — Limits To: Fr: Loop 1604 To: Evans Road

Description: Widen to 6 lanes with raised median, turn bays, traffic signals, sidewalks & bicycle path

Category sorted by:	*Local*
Local	$30,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,470,000
ROW Purchase:	$0
Construction Engineering:	$1,200,000
Construction Cost:	$30,000,000
Contingencies:	$1,800,000
Indirect Costs:	$1,293,000
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$35,763,000

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$30,000,000
YOE Cost:	$30,000,000

Additional Explanatory Notes: added in MTP per CoSA letter dated 5/23/06

Project History:

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	0 - 0 - 0	CS	01/2012	C	CoSA	3828.0	$29,640,000

Limits From: in San Antonio on Blanco Road — Limits To: Fr: Hildebrand To: Jackson-Keller

Description: Reconstruct and widen with curbs, sidewalks, driveway approaches, turn lanes at major intersections and drainage

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$7,820,000
CoSA Bond	$21,820,000
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,452,360
ROW Purchase:	$0
Construction Engineering:	$1,185,600
Construction Cost:	$29,640,000
Contingencies:	$1,778,400
Indirect Costs:	$1,277,484
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$35,333,844

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$6,256,000
State Amount	$0
Local Match:	$1,564,000
Non Program Costs:	$21,820,000
YOE Cost:	$29,640,000

Additional Explanatory Notes: 4/07 - Priority 2

Project History:

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	0 - 0 - 0	CS	01/2012	C	CoSA	3670.0	$14,364,531

Limits From: In San Antonio on Zarzamora — Limits To: Fr: Hutchins To: IH 410

Description: Reconstruct to 5-lanes, drainage, trafic signal improvements and bike lanes

Category sorted by:	*Local*
Local	$14,364,531
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$703,862
ROW Purchase:	$0
Construction Engineering:	$718,227
Construction Cost:	$14,364,531
Contingencies:	$1,005,517
Indirect Costs:	$619,111
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$17,411,248

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$14,364,531
YOE Cost:	$14,364,531

Additional Explanatory Notes: added in MTP per CoSA letter dated 5/23/06

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2012 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 0 - 900	VA	01/2012	C	ASAICRD	3768.0	$20,000,000

Limits From: Austin-San Antonio Commuter Rail Corridor — Limits To: -

Description: Capital improvements associated with the Commuter Rail project

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$20,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$20,000,000
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$20,000,000

Type of Work: Rail

YOE Cost Breakdown:

Federal Amount:	$16,000,000
State Amount	$0
Local Match:	$4,000,000
Non Program Costs:	$0
YOE Cost:	$20,000,000

Additional Explanatory Notes: fixed amount

Project History: 10/08 - removing $10M per TxDOT "dollar-for-dollar" reduction requirement; project will be reinstated ASAP

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	915 - 12 - 984	VA	01/2012	C	VIA	4964.0	$10,000,000

Limits From: Medical Center — Limits To: Downtown via Fredericksburg Road

Description: Overlay and widen existing roadway to accommodate bus rapid transit

Category sorted by:	*7 - Metro Mobility*
Local	$10,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$10,000,000
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$10,000,000

Type of Work: Bus Rapid Transit

YOE Cost Breakdown:

Federal Amount:	$8,000,000
State Amount	$2,000,000
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$10,000,000

Additional Explanatory Notes: re-instating project into MTP; is fixed amount; balance of the $28M allocated to Fred Road BRT project

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2013 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	253 - 4 - 920	US 281	01/2013	C	ARMA	3827.0	$59,018,324

Limits From: at Loop 1604 Limits To: -

Description: Construct 4 northern toll direct connectors; Env study req and cost is subject to change

Category sorted by:	*CDA*
CDA	$59,018,324
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$2,388,390
ROW Purchase:	$0
Construction Engineering:	$2,437,133
Construction Cost:	$48,742,654
Contingencies:	$3,349,339
Indirect Costs:	$2,100,808
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$59,018,324

Type of Work: Interchange: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$59,018,324
YOE Cost:	$59,018,324

Additional Explanatory Notes:

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2015 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	- -	CS	01/2015	C	CoSA	3819.0	$10,150,432

Limits From: In San Antonio on UTSA Boulevard Limits To: Fr: Edward Ximenes To: Babcock Road

Description: Widen existing roadway to 4 lanes with median, sidewalks, drainage and bike lanes

Category sorted by:	*Local*
Local	$10,150,432
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$497,371
ROW Purchase:	$0
Construction Engineering:	$507,522
Construction Cost:	$10,150,432
Contingencies:	$710,530
Indirect Costs:	$437,484
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$12,303,339

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$10,150,432
YOE Cost:	$10,150,432

Additional Explanatory Notes: Potential earmark project

Project History: project added to MTP on 4/27/09

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2018 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2452 - 3 - 87	Loop 1604	01/2018	C	ARMA	3530.0	$299,302,713

Limits From: Redland Road Limits To: Kitty Hawk

Description: Expand from 4 to 8 Lane Expressway (Toll 4 ML's) and no-toll outer lanes; EIS is underway and project is subject to change

Category sorted by:	*CDA*
CDA	$299,302,713
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$11,237,740
ROW Purchase:	$20,020,790
Construction Engineering:	$12,764,010
Construction Cost:	$229,341,635
Contingencies:	$16,053,914
Indirect Costs:	$9,884,624
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$299,302,713

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$299,302,713
YOE Cost:	$299,302,713

Additional Explanatory Notes:

Project History: 12/7/09 - consolidate with 2452-03-097 and 2452-03-104

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2020 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	16 - 7 - 113	IH 35 North	01/2020	C	ARMA	3477.0	$1,018,355,254

Limits From: 0.3 Mi N of Randolph Rlvd — Limits To: 0.2 Mi S of Schertz Parkway

Description: Exp from 8 to 14 lane expy (toll 6 new mainlanes) incl toll direct conns at Loop 1604; Env study req; project is subject to change

Category sorted by:	*CDA*
CDA	$1,018,355,254
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$40,976,557
ROW Purchase:	$0
Construction Engineering:	$46,541,843
Construction Cost:	$836,256,270
Contingencies:	$58,537,939
Indirect Costs:	$36,042,645
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	ι,018,355,254

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$1,018,355,254
YOE Cost:	$1,018,355,254

Additional Explanatory Notes:

Project History: 12/7/09 - consolidate with 0016-07-902; 4/06 - revise cost from $309M, revise limits, split off 16-7-900 & 16-7-902; 7/25/05 - proj added via TPB action on SMP

San Antonio	Bexar	17 - 10 - 168	IH 35 North	01/2020	C	ARMA	61.2	$688,144,172

Limits From: 0.5 Mi S of Binz Engleman — Limits To: 0.3 Mi N of Randolph Blvd

Description: Exp 6 to 12 lane (toll 6 new ML) incl toll direct conns at IH 410 S & IH 410 N; Env study req; project is subject to change

Category sorted by:	*CDA*
CDA	$688,144,172
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$27,689,531
ROW Purchase:	$0
Construction Engineering:	$31,450,221
Construction Cost:	$565,092,463
Contingencies:	$39,556,472
Indirect Costs:	$24,355,485
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$688,144,172

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$688,144,172
YOE Cost:	$688,144,172

Additional Explanatory Notes:

Project History: 12/7/09 - consolidate with 0017-10-918, 0017-10-206 and 0017-10-920

San Antonio	Bexar	17 - 10 - 180	IH 35 North	01/2020	C	ARMA	3514.0	$335,546,368

Limits From: US 281/IH 37, East — Limits To: 0.5 Mi S of Binz Engleman

Description: Expand from 6 lane to 10 lane expy (toll 4 new ML); Env study req; project is subject to change

Category sorted by:	*CDA*
CDA	$335,546,368
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$13,501,708
ROW Purchase:	$0
Construction Engineering:	$15,335,459
Construction Cost:	$275,545,055
Contingencies:	$19,288,154
Indirect Costs:	$11,875,992
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$335,546,368

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$335,546,368
YOE Cost:	$335,546,368

Additional Explanatory Notes:

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2023 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	72 - 7 - 41	IH 10 West	01/2023	C	TxDOT	3774.0	$74,366,583

Limits From: FM 3351 Limits To: 1.4 Mi S of Leon Springs

Description: Transit/Managed Lanes (1 lane in each direction)

Category sorted by:	*CDA*
CDA	$74,366,583
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$3,019,275
ROW Purchase:	$0
Construction Engineering:	$3,080,892
Construction Cost:	$61,617,850
Contingencies:	$4,313,249
Indirect Costs:	$2,335,317
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$74,366,583

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$74,366,583
YOE Cost:	$74,366,583

Additional Explanatory Notes:

Project History: 12/7/09 - project funding source was changed to CDA and description was revised

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	72 - 8 - 89	IH 10 West	01/2023	C	TxDOT	3007.0	$47,470,491

Limits From: 1.40 Mi S of Leon Springs Limits To: 1.50 MI N of Loop 1604

Description: Transit/Managed Lanes (1 lane in each direction)

Category sorted by:	*CDA*
CDA	$47,470,491
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$1,927,296
ROW Purchase:	$0
Construction Engineering:	$1,966,629
Construction Cost:	$39,332,580
Contingencies:	$2,753,281
Indirect Costs:	$1,490,705
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$47,470,491

Type of Work: Added Capacity: Non - Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$47,470,491
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$47,470,491

Additional Explanatory Notes:

Project History: 12/7/09 - project funding source was changed to CDA and description was revised

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TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2452 - 1 - 29	Loop 1604	01/2023	C	TxDOT	H1NW 2020.0 3A	$179,806,080

Limits From: SH 151 Limits To: 0.87 Mi S. of US 90

Description: Expand to 4 lane expy (toll 4 new ML's) w/4 non toll outer lanes

Category sorted by:	*CDA*
CDA	$179,806,080
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$8,810,498
ROW Purchase:	$0
Construction Engineering:	$7,192,243
Construction Cost:	$179,806,080
Contingencies:	$10,788,365
Indirect Costs:	$6,814,650
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$213,411,836

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$179,806,080
YOE Cost:	$179,806,080

Additional Explanatory Notes:

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
2030 Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	2452 - 3 - 81	Loop 1604	01/2030	C	TxDOT	H1NE 2021.0 3A	$495,062,599

Limits From: IH 10 (East), N Limits To: Kitty Hawk

Description: Expand from 2 lane & 4 lane divided to 4 lane expy (toll 4 new ML) w/4 non toll outer lanes

Category sorted by:	*CDA*
CDA	$495,062,599
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):

Preliminary Engineering:	$20,438,173
ROW Purchase:	$0
Construction Engineering:	$16,684,223
Construction Cost:	$417,105,568
Contingencies:	$25,026,334
Indirect Costs:	$15,808,301
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$495,062,599

Type of Work: Added Capacity: Toll

YOE Cost Breakdown:

Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$495,062,599
YOE Cost:	$495,062,599

Additional Explanatory Notes:

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Grouped Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Various	5000 - 0 - 952	Various		C	TxDOT	4952.0	$0
Limits From:	Grouped Project				Limits To: -			
Description:	Preventive Maintenance and Rehabilitation							

Category sorted by:	*Grouped Project*
Other	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Maint/Rehab
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes:

Project History:

San Antonio	Various	5000 - 0 - 953	Various		C	TxDOT	4953.0	$0
Limits From:	Grouped Project				Limits To: -			
Description:	Bridge Replacement and Rehabilitation							

Category sorted by:	*Grouped Project*
Other	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Bridge
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes:

Project History:

San Antonio	Various	5000 - 0 - 954	Various		C	TxDOT	4954.0	$0
Limits From:	Grouped Project				Limits To: -			
Description:	Railroad Grade Separations							

Category sorted by:	*Grouped Project*
Other	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	RR Grade Sep
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes:

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Grouped Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Various	5000 - 0 - 956	Various		C	TxDOT	4956.0	$0
Limits From:	Grouped Project				Limits To: -			
Description:	Landscaping							

Category sorted by:	*Grouped Project*
Other	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):			
Preliminary Engineering:	$0	Type of Work:	Landscaping
ROW Purchase:	$0		
Construction Engineering:	$0		
Construction Cost:	$0	YOE Cost Breakdown:	
Contingencies:	$0	Federal Amount:	$0
Indirect Costs:	$0	State Amount	$0
Bond Financing:	$0	Local Match:	$0
Other Field:	$0	Non Program Costs:	$0
Total Project Cost:	$0	YOE Cost:	$0

Additional Explanatory Notes:

Project History:

San Antonio	Various	5800 - 0 - 915	Various		C	TxDOT	4951.0	$0
Limits From:	Grouped Project				Limits To: -			
Description:	Intelligent Transportation Systems Deployment							

Category sorted by:	*Grouped Project*
Other	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):			
Preliminary Engineering:	$0	Type of Work:	ITS
ROW Purchase:	$0		
Construction Engineering:	$0		
Construction Cost:	$0	YOE Cost Breakdown:	
Contingencies:	$0	Federal Amount:	$0
Indirect Costs:	$0	State Amount	$0
Bond Financing:	$0	Local Match:	$0
Other Field:	$0	Non Program Costs:	$0
Total Project Cost:	$0	YOE Cost:	$0

Additional Explanatory Notes:

Project History:

San Antonio	Various	5800 - 0 - 950	Various		C	TxDOT	4950.0	$0
Limits From:	Grouped Project				Limits To: -			
Description:	Safety							

Category sorted by:	*Grouped Project*
Other	$0
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):			
Preliminary Engineering:	$0	Type of Work:	Safety
ROW Purchase:	$0		
Construction Engineering:	$0		
Construction Cost:	$0	YOE Cost Breakdown:	
Contingencies:	$0	Federal Amount:	$0
Indirect Costs:	$0	State Amount	$0
Bond Financing:	$0	Local Match:	$0
Other Field:	$0	Non Program Costs:	$0
Total Project Cost:	$0	YOE Cost:	$0

Additional Explanatory Notes:

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Lump Sum Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	- -	Various		C	TxDOT	4981.0	$0
Limits From:	Structures Repl and Rehab				Limits To: -			
Description:	Structures Repl and Rehab							

Category sorted by:	*6 - Struct Rehab*
6 - Struct Rehab	$257,200,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Structures Repl and Rehab
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

San Antonio	Bexar	- -	Various		C	TxDOT	4980.0	$0
Limits From:	Maint/Rehab				Limits To: -			
Description:	Preventive Maintenance and Rehabilitation							

Category sorted by:	*1 - Prvnt Mnt/Rehab*
1 - Prvnt Mnt/Rehab	$730,200,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Maint/Rehab
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

San Antonio	Bexar	- -	Various		C	TxDOT	4984.0	$0
Limits From:	Varies				Limits To: -			
Description:	District Discretionary							

Category sorted by:	*11 - Distr Discretionary*
11 - Distr Discretionary	$31,500,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Varies
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Lump Sum Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	- -	Various		C	TxDOT	4983.0	$0
Limits From:	Varies				Limits To: -			
Description:	Miscellaneous							

Category sorted by:	*10 - Misc*
10 - Misc	$24,400,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Varies
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	MPO	- -	Various		C	MPO	4987.0	$25,000,000
Limits From:	Surface Transportation Program				Limits To: Metro Mobility Funding			
Description:	STP-MM Lump Sum: Stand Alone Pedestrian Projects							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$25,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Pedestrian
YOE Cost Breakdown:	
Federal Amount:	$20,000,000
State Amount	$0
Local Match:	$5,000,000
Non Program Costs:	$0
YOE Cost:	$25,000,000

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	MPO	- -	Various		C	MPO	4986.0	$25,000,000
Limits From:	Surface Transportation Program				Limits To: Metro Mobility Funding			
Description:	STP-MM Lump Sum: Stand Alone Bicycle Projects							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$25,000,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Bicycle
YOE Cost Breakdown:	
Federal Amount:	$20,000,000
State Amount	$0
Local Match:	$5,000,000
Non Program Costs:	$0
YOE Cost:	$25,000,000

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Lump Sum Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	- -	Various		C	TxDOT	4982.0	$0
Limits From:	Safety				Limits To: -			
Description:	Safety							

Category sorted by:	*8 - Safety*
8 - Safety	$168,400,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Safety
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes:	Fixed amount; project selection will occur over the 25 year time period
Project History:	

San Antonio	MPO	- -	Various		C	MPO	4985.0	$449,680,398
Limits From:	Surface Transportation Program				Limits To: Metro Mobility Funding			
Description:	Surface Transporation Program - Metro Mobility							

Category sorted by:	*7 - Metro Mobility*
7 - STP-MM	$449,680,398
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Varies
YOE Cost Breakdown:	
Federal Amount:	$359,744,318
State Amount	$0
Local Match:	$89,936,080
Non Program Costs:	$0
YOE Cost:	$449,680,398

Additional Explanatory Notes:	Fixed amount; project selection will occur over the 25 year time period
Project History:	

San Antonio	Bexar	- -	ATD		C	TxDOT	4989.0	$0
Limits From:	Varies				Limits To: -			
Description:	Advanced Transportation District: TxDOT							

Category sorted by:	*Local*
Local	$212,500,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Varies
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes:	Fixed amount; project selection will occur over the 25 year time period
Project History:	

TABLE 11.5 ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Lump Sum Projects

TxDOT District	County	CSJ	Hwy	Let Date	Phase	Entity	MPO Proj ID No.	Year of Expenditure Cost
San Antonio	Bexar	- -	ATD		C	CoSA	4990.0	$0
Limits From:	Varies				Limits To: -			
Description:	Advanced Transportation District: CoSA							

Category sorted by:	*Local*
Local	$212,500,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Varies
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

San Antonio	MPO	- -	Various		C	TxDOT	4988.0	$0
Limits From:	Transportation Enhancement				Limits To: -			
Description:	Transportation Enhancement Program							

Category sorted by:	*9 - Enhancement*
9 - Enhancement	$76,300,000
Other	$0
Other	$0
Other	$0

Total Project Cost Information (uses TxDOT %s):	
Preliminary Engineering:	$0
ROW Purchase:	$0
Construction Engineering:	$0
Construction Cost:	$0
Contingencies:	$0
Indirect Costs:	$0
Bond Financing:	$0
Other Field:	$0
Total Project Cost:	$0

Type of Work:	Enhancement
YOE Cost Breakdown:	
Federal Amount:	$0
State Amount	$0
Local Match:	$0
Non Program Costs:	$0
YOE Cost:	$0

Additional Explanatory Notes: Fixed amount; project selection will occur over the 25 year time period

Project History:

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	- -	CS	C	CoSA	3818.0	
Limits From:	In San Antonio on Stone Oak Parkway			Limits To: Fr: Loop 1604 To: Evans/Gold Canyon			
Description:	Wide existing roadway to 6 lanes, right/left turn lanes, sidewalks and drainage						
						Category sorted by:	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$38,447,352
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	US 90	C		3697.0	
Limits From:	W. of Loop 13 (S.W. Military)			Limits To: E. of Loop 13 (S.W. Military)			
Description:	Construct sidewalks and install median barrier						
						Category sorted by:	*Unfunded*
Type of Work:	Pedestrian/Operational					Unfunded	$3,000,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	PE, C	Castle Hills	3822.0	
Limits From:	in Castle Hills on Honeysuckle Lane			Limits To: Fr: Lemonwood Drive To: Antler Drive			
Description:	Reconstruct roadway						
						Category sorted by:	*Unfunded*
Type of Work:	Rehabilitation					Unfunded	$988,702
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	Loop 13 (Military Drive)	C		3695.0	
Limits From:	IH 35			Limits To: IH 37			
Description:	Operational improvements and application of access management strategies						
						Category sorted by:	*Unfunded*
Type of Work:	Operational					Unfunded	$2,000,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	PE, C	Castle Hills	3823.0	
Limits From:	in Castle Hills on Antler Drive			Limits To: Fr: Blanco Road To: Jackson-Keller			
Description:	reconstruct roadwayand add drainage						
						Category sorted by:	*Unfunded*
Type of Work:	Rehabilitation					Unfunded	$813,781
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	Talley Road	C	BC	3836.0	
Limits From:	FM 1957 (Potranco Road)			Limits To: Wiseman Blvd			
Description:	Reconstruct and widen from 2 to 4 lanes with pedestrian and bicycle amenities						
						Category sorted by:	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$12,800,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	IH 35	C	CoSA	3792.0	
Limits From:	and George Beach			Limits To: -			
Description:	Operational and signage improvements						
						Category sorted by:	*Unfunded*
Type of Work:	Operational					Unfunded	$1,105,000
						Other	$0
						Other	$0
						Other	$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	- -	FM 1346	C	TxDOT	3837.0	
Limits From:	IH 410			Limits To:	Foster Road		
Description:	Expand from 2 to 4 lanes w/CLTL, bike accommodations and sidewalks					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$5,000,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	Borgfeld Drive	C	BC	3835.0	
Limits From:	Timberline			Limits To:	FM 2696		
Description:	Reconstruct and widen from 2 to 4 lanes with pedestrian and bicycle amenities					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$7,900,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	FM 1516	C	TxDOT	3838.0	
Limits From:	FM 78			Limits To:	FM 3502		
Description:	Expand from 2 to 4 lanes w/CLTL, bike lanes and sidewalks					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$9,120,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	PE, C	Castle Hills	3821.0	
Limits From:	In Castle Hills on Lemonwood Drive			Limits To:	Fr: NW Military Hwy	To: Krameria Drive	
Description:	Reconstruct roadway					*Category sorted by:*	*Unfunded*
Type of Work:	Rehabilitation					Unfunded	$414,223
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	Kelly Parkway (Spur 371)	C		3017.0	
Limits From:	US 90			Limits To:	SH 16, South		
Description:	Tolled roadway on partial new alignment					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Toll					Unfunded	$400,000,000
						Other	$0
						Other	$0
						Other	$0
San Antonio		- -	FM 3009	C	TxDOT	3500.0	
Limits From:	IH 35 North			Limits To:	FM 2252 (Nacogdoches Road)		
Description:	Expand from 2 lanes to 4 lanes divided					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$10,000,000
						Other	$0
							$0
							$0
San Antonio	Bexar	- -	FM 1560	C	TxDOT	3840.0	
Limits From:	Loop 1604			Limits To:	SH 16		
Description:	Expand from 2 to 4 lanes w/CLTL, bike lanes and sidewalks					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$14,600,000
						Other	$0
						Other	$0
						Other	$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	- -	FM 2536	C	TxDOT	3841.0	
Limits From:	IH 410			Limits To: Loop 1604			
Description:	Expand from 2 to 4 lanes w/raised median, bike lanes and sidewalks						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$27,600,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	FM 1518	C	TxDOT	3839.0	
Limits From:	FM 78			Limits To: IH 10			
Description:	Expand from 2 to 4 lanes w/raised median, bike lanes and sidewalks						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$38,100,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	BxCo	3806.0	
Limits From:	In Bexar County on Galm Road			Limits To: Fr: Culebra Creek To: Government Canyon			
Description:	Expand from 2 to 4 lanes with shoulders and drainage						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$7,800,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	CoSA	3809.0	
Limits From:	In San Antonio			Limits To: City wide			
Description:	Replace deficient bridges that do not meet traffic load requirements within the city limits						
					Category sorted by:		*Unfunded*
Type of Work:	Safety				Unfunded		$20,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	CoSA	3810.0	
Limits From:	In San Antonio on Burr Road			Limits To: Fr: New Braunfels To: Harry Wurzbach			
Description:	Narrow road to 24' cross section and add curb and 6' sidewalk on the north side of Burr Road						
					Category sorted by:		*Unfunded*
Type of Work:	Operational				Unfunded		$3,500,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	CoSA	3811.0	
Limits From:	In San Antonio on Harry Wurzbach			Limits To: Fr: Rittiman To: Fort Sam Houston			
Description:	Widen to 5 lanes from 800' south of Rittiman to Harry Wurzbach East ACP gate and implement revserible lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$29,480,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	CoSA	3812.0	
Limits From:	In San Antonio on Harry Wurzbach			Limits To: Fr: Rittiman To: Loop 410			
Description:	Widen Harry Wurzbach from 800' south of Rittiman to Loop 410						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$30,000,000
					Other		$0
					Other		$0
					Other		$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	- -	CS	C	CoSA	3814.0	
Limits From:	In San Antonio on Goliad			Limits To: Fr: Southeast Military		To: Loop 410	
Description:	Street reconstruction and widening to 4 lanes with median and multi-use path					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$24,200,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	C	CoSA	3808.0	
Limits From:	In San Antonio on Babcock Road			Limits To: Fr: Loop 1604		To: Hausman	
Description:	Street reconstruction and widening to four lanes with median and multi-use path					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$10,300,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	C	CoSA	3815.0	
Limits From:	In San Antonio on Hardy Oak Blvd Ext			Limits To: Fr: 500' S of Stone Oak Pkwy		To: 2200' S of Knights Cross rd	
Description:	Construction of 4 lane roadway with medians to include installation of curbs, sidewalks, landscaping and street lights					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$4,995,782
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	C	BxCo	3807.0	
Limits From:	In Bexar County on Talley Road			Limits To: Fr: Potranco Road		To: Culebra Road	
Description:	Expand from 2 to 4 lanes with multi-use path					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$41,000,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	C	BxCo	3805.0	
Limits From:	In Bexar County on Evans Road			Limits To: Fr: Bulverde Road		To: Green Mountain	
Description:	Expand from 2 to 4 lane road with shoulders					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$22,600,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	C	BxCo	3804.0	
Limits From:	In Bexar County on Bulverde Road			Limits To: Fr: Marshall		To: Smithson Valley	
Description:	Expand 2 to 4 lane roadway with shoulders					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$13,800,000
						Other	$0
						Other	$0
						Other	$0
San Antonio	Bexar	- -	CS	C	CoSA	3816.0	
Limits From:	In San Antonio on Hausman Road			Limits To: Fr: Loop 1604		To: IH 10 Frontage Road	
Description:	Widen existing roadway to 4 lanes with median, sidewalks, drainage and bike lanes					*Category sorted by:*	*Unfunded*
Type of Work:	Added Capacity: Non - Toll					Unfunded	$37,900,000
						Other	$0
						Other	$0
						Other	$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	- -	CS	C	CoSA	3817.0	
Limits From:	In San Antonio on Medina Base Road			Limits To: Fr: Five Palms To: Military Drive			
Description:	Widen road and provide curbs, sidewalks, driveWay approaches, bicycle facilities, drainage and traffic signal improvements				*Category sorted by:*		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$35,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	BxCo	3802.0	
Limits From:	In Bexar County on Crestway			Limits To: Fr: Serene Ridge To: FM 78			
Description:	Expand from 2 to 4 lanes with sidewalks, RR crossing				*Category sorted by:*		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$26,300,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	BxCo	3803.0	
Limits From:	In Bexar County on Glenmont			Limits To: Fr: Crestway To: Walzem			
Description:	Construct 4 lanes with sidewalks				*Category sorted by:*		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$6,100,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	- -	CS	C	CoSA	3813.0	
Limits From:	In San Antonio on Gillette			Limits To: Fr: Zarzamora To: Commercial			
Description:	Widen existing roadway to 4 lanes with median, sidewalks, drainage and bike lanes				*Category sorted by:*		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$15,400,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	0 - 0 - 0	CS	C	CoSA	3671.0	
Limits From:	In San Antonio on Zarzamora			Limits To: Fr: IH 410 to Applewhite To: Applewhite-Zarzamora to Watson			
Description:	Widen roadway to 6 lanes with median, sidewalks, curbs, bike lanes, drainage, utility corridor & traffic signal improvements				*Category sorted by:*		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$18,500,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	17 - 2 - 60	IH 35 South	C	TxDOT	3481.0	
Limits From:	at IH 410, Southwest			Limits To: -			
Description:	Construct interchange (Phase I)				*Category sorted by:*		*Unfunded*
Type of Work:	Interchange				Unfunded		$20,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	17 - 2 - 62	IH 35 South	C	TxDOT	3830.0	
Limits From:	IH 410			Limits To: Atascosa County Line			
Description:	Upgrade to 8 lane freeway and TMS				*Category sorted by:*		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$15,330,000
					Other		$0
					Other		$0
					Other		$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	17 - 9 - 61	IH 35 South	C	TxDOT	H1SW 1027.0 3A	
Limits From:	US 90			Limits To: Loop 13			
Description:	Upgrade to 8 lane freeway and TMS						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$22,760,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	17 - 9 - 82	IH 35	C		3777.0	
Limits From:	South of Loop 13			Limits To: IH 410			
Description:	Expand from 4 lane to 8 lane expy						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$90,468,053
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	24 - 7 - 48	US 90	C	TxDOT	3485.0	
Limits From:	at Loop 1604			Limits To: -			
Description:	Construct interchange (Phase I); add toll connectors						
					Category sorted by:		*Unfunded*
Type of Work:	Interchange: Toll				Unfunded		$20,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	24 - 7 - 49	US 90	C	TxDOT	3834.0	
Limits From:	0.8 Mi W of IH 410			Limits To: SH 211			
Description:	Widen existing freeway from 4 to 6 lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$6,400,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	24 - 8 - 116	US 90	C	TxDOT	3833.0	
Limits From:	IH 410			Limits To: 0.8 Mi W of IH 410			
Description:	Widen existing freeway from 4 to 6 lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$7,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	25 - 2 - 159	IH 10 East	C	TxDOT	3482.0	
Limits From:	at Loop 1604			Limits To: -			
Description:	Reconstruct existing interchange to add toll connectors (Phase 1)						
					Category sorted by:		*Unfunded*
Type of Work:	Interchange: Toll				Unfunded		$198,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	25 - 2 - 160	IH 10 East	C	TxDOT	3474.0	
Limits From:	IH 410			Limits To: Loop 1604			
Description:	Expand from 4 lane to 6 lane expy						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$31,000,000
					Other		$0
					Other		$0
					Other		$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	25 - 2 - 910	IH 10 East	C	TxDOT	3476.0	
Limits From:	at IH 410 South			Limits To: -			
Description:	Reconfigure interchange (Phase I)						
					Category sorted by:		*Unfunded*
Type of Work:	Interchange				Unfunded		$40,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	72 - 7 - 901	IH 10 West	C	TxDOT	3829.0	
Limits From:	FM 3351			Limits To: Kendall County Line			
Description:	Add 1 lane in both directions frontage road and initial TMS						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$8,219,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	73 - 2 - 63	US 281 South	C	TxDOT	3614.0	
Limits From:	IH 410			Limits To: 0.5 Mi S. of Del Lago Parkway			
Description:	Expand from 4 to 6-lane divided w/hike & bike path						
					Category sorted by:		*Unfunded*
Type of Work:	??				Unfunded		$9,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	73 - 8 - 41	IH 37	C		3831.0	
Limits From:	IH 410			Limits To: 0.5 Mi N of Southton Road			
Description:	Widen existing freeway from 4 to 6 lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$4,940,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	73 - 9 - 26		C		3832.0	
Limits From:	0.5 Mi N of Southton Road			Limits To: Atascosa County Line			
Description:	Widen existing freeway from 4 to 6 lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$21,060,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	253 - 4 - 121	US 281	C	TxDOT	3495.0	
Limits From:	at Wurzbach Parkway			Limits To: -			
Description:	Construct interchange at new location (toll connectors)						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Toll				Unfunded		$342,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	291 - 10 - 55	SH 16 (Bandera Road)	C	TxDOT	3512.0	
Limits From:	IH 410			Limits To: FM 1517			
Description:	Construct new toll lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Toll				Unfunded		$48,000,000
					Other		$0
					Other		$0
					Other		$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	291 - 10 - 65	SH 16 (Bandera Road)	C	TxDOT	3513.0	
Limits From:	FM 1517			Limits To: Loop 1604			
Description:	Construct new toll lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Toll				Unfunded		$71,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	521 - 4 - 204	IH 410	C	TxDOT	3009.0	
Limits From:	US 90			Limits To: Culebra Road			
Description:	Expand from 6 lane to 8 & 10 lane expy						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$81,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	521 - 5 - 93	IH 410	C		3775.0	
Limits From:	FM 2536, North			Limits To: 0.15 Mi N of US 90			
Description:	Expand from 4 to 6 & 8 lane expressway						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$90,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	521 - 5 - 118	IH410	C	TxDOT	3479.0	
Limits From:	at US 90 West			Limits To: -			
Description:	Reconstruct interchange (Phase I)						
					Category sorted by:		*Unfunded*
Type of Work:	Interchange				Unfunded		$114,736,128
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	521 - 5 - 119	IH 410	C	TxDOT	3317.0	
Limits From:	SH 16 South			Limits To: FM 2536			
Description:	Expand from 4 to 6 & 8 lane expressway						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$201,654,901
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	658 - 1 - 35	FM 1535	C	TxDOT	NW 719.0	
Limits From:	In San Antonio From Huebner			Limits To: To: Loop 1604			
Description:	Widen exist. 4 lane road to 4 lane w/left turn lanes/raised median, bike lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Operational				Unfunded		$9,800,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	849 - 1 - 38	FM 471	C	TxDOT	3498.0	
Limits From:	FM 3487			Limits To: Loop 1604			
Description:	Expand roadway from 4 lane to 6 lane divided w/continuous left turn lane						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$12,900,000
					Other		$0
					Other		$0
					Other		$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	915 - 12 - 950	CS	C	CoSA	132.2	
Limits From:	In San Antonio on Callaghan Rd.			Limits To: Fr: 0.1 MI N of Commerce To: Ingram Rd.			
Description:	Widen Existing 2 lane street to 4 lanes						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$11,910,950
					Other		$0
					Other		$0
					Other		$0
San Antonio		1268 - 1 - 10	FM 1103	C	TxDOT	3501.1	
Limits From:	IH 35			Limits To: Comal/Guadalupe County Line			
Description:	Expand from 2 lanes to 4 lanes divided (Phase I)						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$1,050,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Comal	1268 - 1 - 900	FM 1103	R	TxDOT	3769.0	
Limits From:	IH 35			Limits To: Comal/Guadalupe County Line			
Description:	ROW Acquisition						
					Category sorted by:		*Unfunded*
Type of Work:	ROW Purchase				Unfunded		$1,124,864
					Other		$0
					Other		$0
					Other		$0
San Antonio		1268 - 2 - 23	FM 1103	C		3501.2	
Limits From:	Comal/Guadalupe County Line			Limits To: FM 78			
Description:	Expand from 2 lanes to 4 lanes divided (Phase I)						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$23,950,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Guadalupe	1268 - 2 - 900	FM 1103	R	TxDOT	3770.0	
Limits From:	Comal/Guadalupe County Line			Limits To: FM 78			
Description:	ROW Acquisition						
					Category sorted by:		*Unfunded*
Type of Work:	ROW Purchase				Unfunded		$2,249,728
					Other		$0
					Other		$0
					Other		$0
San Antonio	Comal	1433 - 2 - 37	FM 2252	C	TxDOT	3562.0	
Limits From:	FM 3009			Limits To: Bexar County Line			
Description:	Expand from 2 lanes to 4 lane divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$1,200,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	1479 - 1 - 18	Loop 1604	C	TxDOT	3487.0	
Limits From:	FM 1937			Limits To: SH 16			
Description:	Expand from 2 lanes to 4 lanes divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$35,520,000
					Other		$0
					Other		$0
					Other		$0

TABLE 11.6 UNFUNDED ROADWAY PROJECT LIST
SAN ANTONIO-BEXAR COUNTY METROPOLITAN AREA
METROPOLITAN TRANSPORTATION PLAN
Unfunded Projects

TxDOT District	County	CSJ	Hwy	Phase	Entity	MPO Proj ID No.	
San Antonio	Bexar	2020 - 2 - 24	Loop 1604	C	TxDOT	3488.0	
Limits From:	SH 16			Limits To: 0.71 Mi N of FM 2536			
Description:	Expand from 2 lanes to 4 lane divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$41,200,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	2230 - 2 - 4	Spur 53	C	TxDOT	3696.0	
Limits From:	0.62 miles W. of IH 10			Limits To: Edward Ximenes Avenue			
Description:	Expand 2 lanes to 4 lanes with left turn lanes, bike lane and sidewalk						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$11,248,640
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	2255 - 1 - 27	Loop 1604	C	TxDOT	3489.0	
Limits From:	0.38 Mi N of FM 1303			Limits To: FM 1937			
Description:	Expand from 2 lanes to 4 lane divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$22,000,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	2255 - 2 - 25	Loop 1604	C	TxDOT	3490.0	
Limits From:	US 87			Limits To: 0.38 MI N of FM 1303			
Description:	Expand from 2 lanes to 4 lane divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$52,550,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	2452 - 1 - 42	Loop 1604	C	TxDOT	3491.0	
Limits From:	0.71 Mi N of FM 2536			Limits To: US 90 West			
Description:	Expand from 2 lanes to 4 lane divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$20,300,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	2452 - 4 - 10	Loop 1604	C	TxDOT	3493.0	
Limits From:	IH 10 East			Limits To: US 87			
Description:	Expand from 2 lanes to 4 lane divided						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$31,420,000
					Other		$0
					Other		$0
					Other		$0
San Antonio	Bexar	2708 - 1 - 25	FM 2696 (Blanco Road)	C	TxDOT	3497.0	
Limits From:	West Oak Estates			Limits To: Specht Road			
Description:	Expand roadway from 2 to 4 lane divided with left turn lanes, bike lanes and sidewalks						
					Category sorted by:		*Unfunded*
Type of Work:	Added Capacity: Non - Toll				Unfunded		$29,923,269
					Other		$0
					Other		$0
					Other		$0